



HILLINGDON  
LONDON



# Borough Planning Committee

**Date:** TUESDAY, 5 SEPTEMBER  
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 Darran Davies (Vice-  
Chairman)

Councillor Farhad Choubedar

Councillor Ekta Gohil

Councillor Gursharan Mand

Councillor Raju Sansarpuri

Councillor Jagjit Singh

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Putting our residents first

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# Useful information for residents and visitors

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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

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## 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 - 14
- 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 speaking rights

	Address	Ward	Description & Recommendation	Page
6	Garages at Cranford Drive, Hayes  77448/APP/2023/1159	Pinkwell	Demolition of existing lock-up garages and construction of 4 no. 2-bedroom houses.  <b>Recommendation: Approval</b>	15 – 44  158 - 162
7	Kirk House, 97 High Street, West Drayton  32928/APP/2023/753	Yiewsley	The provision of 8 residential dwellings in the existing loft space and external alterations to existing building including the extension of the roof, the provision of new dormer windows and external roof terraces.  <b>Recommendation: Approval</b>	45 – 74  163 - 176
8	Rofant Road, Northwood  6923/APP/2023/545	Northwood	Demolition of existing outbuilding and demolition of part single storey addition to existing house. Construction of new single accessible dwelling.  <b>Recommendation: Refusal</b>	75 – 104  177 - 199

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## Applications without speaking rights

	Address	Ward	Description & Recommendation	Page
9	22 Fringewood Close, Northwood  42066/APP/2022/3824	Northwood	Erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house  <b>Recommendation: Refusal</b>	105 – 120  200 - 213
10	Pembroke House, Ruislip  38324/APP/2022/2010	Ruislip	Variation of Condition 2 (approved plans) of planning permission ref. APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) (Erection of detached building to accommodate refuse storage at ground floor and office accommodation above) for minor elevational variations, relocation of refuse store and infilling of undercroft to create garage.  <b>Recommendation: Approval</b>	121 – 146  214 - 222
11	Marsworth Close  77767/APP/2023/1355	Yeading	Erection of single storey side/rear extension.  <b>Recommendation: Approval</b>	147 – 156  223 - 231

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## Minutes

### BOROUGH PLANNING COMMITTEE

12 July 2023

Meeting held at Committee Room 5 - Civic Centre



HILLINGDON  
LONDON

	<p><b>Committee Members Present:</b> Councillors Henry Higgins (Chairman) Darran Davies (Vice-Chairman) Farhad Choubedar Ekta Gohil Gursharan Mand Barry Nelson-West</p> <p><b>Officers Present:</b> Sehar Arshad, Legal Advisor Katie Crosbie, Area Planning Service Manager (North) Max Smith, Planning Team Leader Nesha Burnham, Principal Planning Officer Dr Alan Tilly, Transport Planning and Development Manager Ryan Dell, Democratic Services Officer</p>
1.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Raju Sansarpuri, with Councillor Barry Nelson-West substituting. Apologies were also received from Councillor Jagjit Singh.</p>
2.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p> <p>It was acknowledged that item 9 was a Councillor property.</p>
3.	<p><b>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING DATED 13 JUNE 2023</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meeting dated 13 June 2023 be agreed as an accurate record.</p>
4.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
5.	<p><b>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</b> (<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>
<p>6.</p>	<p><b>18 ST EDMUNDS AVENUE, RUISLIP - 3255/APP/2023/592 (Agenda Item 6)</b></p> <p><b>Retention of single storey rear extension involving demolition of existing extension, conversion of roof space to habitable use to include 1 x rear dormer, 2 x front dormers, installation of 2 x roof lights to the front roof slope and 3 x roof lights to the rear roof slope and conversion of roof from hip to gable end with alterations to fenestration - Retrospective Application.</b></p> <p>Officers introduced the application.</p> <p>The petitioner organiser was in attendance and addressed the Committee.</p> <p>Since May 2020, no fewer than nine applications had been made for a variety of extensions at ground and first floor level. Officers and Members had been largely resolute in resisting the proposed changes, supported also by the Planning Inspectorate. It appeared now that the applicants had ‘worn down’ officers to the point that there was a weary acceptance that the house now built was acceptable. Whilst the officers’ recommendation was noted, this should not be a done deal.</p> <p>The applicant and their architect had consistently, and without attempting to engage with neighbours, ridden roughshod over the planning system and policies. By mashing together permitted development and planning permission they had built a house that would not get planning permission in its own right. It was worth noting that this proposal was significantly bigger than applications previously refused by the Council. It was also worth noting that the same architect had adopted very similar tactics at nearby No. 31 St Edmunds Avenue, resulting in a building that did not yet have planning permission and at which there was a live enforcement case.</p> <p>The petitioner appealed to Members to stand by residents who played fair, respected planning policies, and to not give in to applicants and architects who played the system. By mixing and matching permitted development with planning permission petitioners felt that the development was now out of scale and character with its surroundings. For example, whilst permitted development allowed for the large rear dormer which had been constructed, it only allowed for a four-meter deep ground floor rear extension. The neighbours had said ‘no problem’, they would build the 5.1 meter ground floor extension allowed by the Council through planning permission, ignoring the fact that that the planning permission only allowed a much more modest roof extension. Also, the current large lantern window in the roof above the porch was out of character and petitioners would like to see something in keeping with the original house and scene.</p> <p>The report stated that the 5.2 meter ground floor extension did not comply with policy but it did not extend beyond the neighbouring properties’ rear walls. In fact, the ground floor protruded further than the neighbours’ rear building lines. This point was a contentious matter for petitioners as since the very beginning of the process petitioners had continuously informed the Council that the architect’s drawings misrepresented the position of the neighbouring properties, along with other discrepancies such as windows being positioned incorrectly for</p>



No. 16's representation, presumably to minimise issues with privacy before the condition for obscure glass was added. Homes on either side of the development were depicted longer than they are, so whilst the extension at No. 18 had been built roughly to depth on its plans, the permission for this extra large extension was only granted by the Council with the single reason that it 'would not extend beyond either of the neighbouring properties' (see application 665).

There was even an enforcement case raised in regard to this and the large outbuilding in October 2021. Petitioners hoped that this explained why they were disappointed to once again see this incorrect justification for an exception to policy. The report said that the rear dormer was larger than policy allowed but that it had the 'fall back' of permitted development. However, it also stated that this application would be assessed as a whole and the cumulative impact assessed. Surely if looking in this context of the effect of both the extra large rear extension, permissions in the roof and the ground floor, along with the large outbuilding, it was clear to see the scale and bulk was incongruous to that of the surrounding area. Petitioners considered that a consistent approach to decision making required the Council to refuse consent for the current retrospective application as the building was much bigger than in planning application 3835, which was refused because of the position, size, scale, bulk, design and massing of the roof extension. Therefore, approval now would be inconsistent with the previous refusal reasons. It also begged the question that if a developer can apply for all these exceptions to policy as individual elements in separate permissions, then mix them to create something much bigger than a design refused for being too large two years previous, why not just grant planning permission in the first place and save all parties, including the Council and taxpayer time, money and stress. Were there flaws in the consistency of the Council's planning policy and decision making process? Petitioners were concerned that this would set a precedent to applicants with the time and inclination to apply this method to create more of these supersize developments, which were out of character in modest residential areas such as this. Petitioners understood that precedent setting was not considered a material matter but as the officers' report drew direct comparisons to other developments in the immediate area, petitioners felt this point was relevant and important.

Petitioners thanked the planning officer for including conditions for no HMO, obscured glass and restricted opening windows as these had been important matters for petitioners throughout the process.

As a final note, petitioners reiterated that they were not opposed to the property being developed appropriately, with a design which was harmonious to the surrounding area and that respected the original character of the house, but the continuous submission of inappropriate plans had become an extremely undesirable situation. Petitioners appealed to the applicant that in the event the application was approved, to not enter any more plans for further development. The house would have five to six bedrooms, four bathrooms, generous living areas and a very large outbuilding which should be more than adequate for the family's needs. Petitioners asked the Council to add this as a condition of approval as it would give petitioners reassurance that, after three years, nine applications and an appeal, this would finally be the end of the matter. Notwithstanding officers' recommendations, petitioners appealed again to Members to apply a sense of fair play. This manipulation of the system should not be rewarded. Members should refuse the applicants again and send a signal

that the policies of the Council were not to be messed with.

The applicant and agent attended and addressed the Committee.

The intention was to make No. 18 St Edmunds Avenue the family home. The location held great appeal as it allowed the applicant's children to walk to the local primary and secondary schools.

Initially the project was split over the lawful development certificate and for planning permission on the advice of Hillingdon planning officers, however with an overlap on the rear dormer design, the applicant had been invited to regularize the permission in this application.

On the approved applications the planning permission referenced the lawful development certificate and the lawful development certificate referenced the planning permission, demonstrating that these were both considered in full knowledge of each other when the approval was granted.

The building was in scale and of similar characters to the neighbouring properties and although it had five bedrooms it was still of modest size as two of these bedrooms were smaller single rooms and two were located on the ground floor, maintaining the original design. The development of a five-bedroom home also benefited the community by increasing the Council's housing stock of family dwellings.

No. 18 Saint Edmunds Avenue was in a poor state of repair, neglected and run down prior to the development. Now the street benefited from a presentable and pleasant home. Materials were rendered with dark slate, found on other buildings in St Edmunds Avenue and locally. The overall design of the building was consistent with other houses in the street as highlighted in the planning officer's report. It was clear that there were numerous properties within the surrounding area that were similar in appearance, and it was considered that the development did not harm the character and appearance of the host dwelling scene.

In consideration of neighbour's privacy, the applicant had opted for obscure glazing in all side-facing windows even before it had become a proposed condition. Furthermore, the windows in the rear dormers, adjacent to the properties at No. 16 and No. 20, also featured obscure glazing, providing enhanced privacy to those neighbouring households. The distance to the rear windows of the properties No. 21 and No. 23 Keswick Gardens was more than 21 meters to minimize any overbearing or overlooking impacts.

In relation to the house's appearance, it was noted that the property on the western side of St Edmunds Avenue were built on a significant incline compared to those on the eastern side. No. 18 St Edmunds Avenue had one of the largest elevations from the road to the finished floor that made it difficult to directly compare it to similar sized houses on the eastern side which were built more level to the roads.

As stated in the officer's report, the development was considered acceptable with regard to the character of the host dwelling and the surrounding area. This was not a development-led project, but a family home project. The suggestion of sub-division or conversion into an HMO was speculative and incorrect. St

Edmonds Avenue already had homes ranging from two to six bedrooms and whilst condition 7 would have no bearing, it would be the first property in St Edmonds Avenue to have this condition imposed on it. The Borough stock of family dwellings should be protected and if this condition alleviated residents' fears and met Borough objectives, the applicant could see the purpose of it.

The planning officer had completed a comprehensive report deciphering, assessing and justifying the scheme whilst addressing the concerns of neighbours and residents, which had been appropriately addressed in the additional conditions. The applicant requested approval of the application in accordance with the officer's report and recommendation.

A written representation had been received from Councillor Corthorne as Ruislip Ward Councillor.

Several residents had been in touch expressing their concerns over the totality of this development in the context of its setting and the impact on neighbouring dwellings.

Councillor Corthorne had explained to them that the fate of any application came down, not to the views of individual Ward Councillors, but to the case officer's assessment of the overall planning balance in the context of the Council's local development framework. Councillor Corthorne had also explained that it would be unlikely that a developer would proceed with a development without first taking planning advice, as to do otherwise would be to risk incurring some very significant costs.

The officer recommendation of approval was noted.

However, in considering the case officer report, the Planning Committee might usefully seek clarity over the length of the extension. It was understood that officers were indicating it was no longer than extensions/ outbuildings of neighbouring properties, which was disputed, and it was suggested that the dimensions of the constructed building were not consistent with those submitted in the application.

Officer comments on these points for transparency and as a matter of public record ahead of determination on these points would be important.

There had been questions regarding previous enforcement action. In response and to clarify, officers noted that there had been planning permission granted previously for a single-story extension and some roof alterations. These were investigated by planning enforcement, who had confirmed that the depth of the single-story extension was 5.1 meters deep, which was in general accordance with the approved plans. There was a slight overhang to the roof. On the roof alterations, officers clarified that in terms of the hip to gable roof extension, this had been carried out in accordance with ACLD. The key difference between the previously approved planning permission and the current application were fenestration changes to the front and the width of the rear dormer.

Members asked for clarity over the length of the extension. It was clarified that the extension was in accordance with planning policy, however the roof was slightly overhanging.

In summary of the previous enforcement action, it was clarified that this related to an

outbuilding. It was clarified that if there was a further application, it would have to come to Committee.

Members noted that there was a condition for the house not to be divided into a HMO, and asked how binding this was. Officers clarified that if the applicant wanted to change this site into an HMO, they would have to apply for planning permission, which would be assessed against the HMO policy. If the property was sold on, the new owners would have to apply for planning permission to convert into an HMO. Officers clarified that planning permission was not required for an HMO of up to six residents, but this condition took away the permitted development right to make the conversion for any HMO.

Officers' recommendations were moved, seconded and when put to a vote, unanimously approved.

**RESOLVED: That the application be approved.**

7. **22 FRINGEWOOD CLOSE, NORTHWOOD - 42066/APP/2022/3824** (*Agenda Item 7*)

**Erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house.**

Officers introduced the application.

The petitioner organiser was in attendance and addressed the Committee in support of the application.

The petitioner was speaking on behalf of 25 people who had signed the petition, and who all knew the applicant and their family. Petitioners were aware that this application was based on health requirements. It was noted that the proposed annex would allow the resident to avoid the use of stairs in the home. The applicant was only trying to improve the quality of life of the resident. Most of the signatories of the petition were from Fringewood Close and six letters of support had been submitted. It was noted that the property directly next to the proposed annex were supportive of the proposals.

The petitioners all disagreed with each of the officers' reasons for refusal:

Reason one – principle of development: the applicant could attest to the fact that the resident and their family had no intention for the annex to be used as an independent dwelling.

Reason two – character and appearance: following engagement with the planning officers and after an exercise of design auctioneering the design team had arrived at a solution of the smallest possible footprint of the development whilst retaining the functionality and accessibility and establishing an appropriate relationship with the host dwelling. Given the reduction in the scale, the visual impact on the street scene of Fringewood Close was minimal. The annex would be partially screened by trees. Residences on Ducks Hill Road would be screened by tall hedges. As the annex would be lower than these houses, the units would not be visible from the road scene.

Reason three – substandard living conditions: the existing garden in 22

Fringewood Close was 573 square meters. The gardens within the Close average from 150 to 200 square meters. The resulting garden once the annex had been built would be 440 square meters. The remaining garden area would be double the size of the largest garden within the Close, and so the annex would enjoy a large amenity space.

Reason four – neighbour amenity: petitioners disagreed that the proposed annex would cause harm to the living conditions of the existing neighbouring occupiers. The separation distance between the proposed one-storey annex and 20 Fringewood Close was 3.5 meters. The average separation distance between two-storey houses within the close was 1.5 meters. The annex would be considerably smaller than the houses in the Close and the separation distance would be twice the average. The proposed development would sit outside of the 45 degree line of sight from the nearest window to the habitable room of 20 Fringewood Close, which proved that there would be no loss of outlook, loss of privacy or overshadowing on this property. The hedge along the annex closest to 20 Fringewood Close was considerably taller than the annex would be. The visual impact and daylight impact would be the same, if not smaller than the impact from the existing hedge. Neighbours had been consulted and had not raised concerns.

Members asked if there had been a site visit carried out. Officers clarified that a site visit had been conducted, however this had not been recent.

Members asked the petitioner how close they lived to the application site. The petitioner confirmed that they lived in the next road but had known the applicant for 11 years. Members also asked the petitioner if the development would have any overview of their property and the petitioner confirmed it would not.

Members noted that application was for the erection of a single storey annex for ancillary residential use with glazed link between the annex and the existing house, and asked why the link would be glazed. It was clarified that if the extension was against the house, it would impact three rooms.

A representative on behalf of the applicant attended and addressed the Committee.

The application was made with the intention of assisting the living conditions of their 92 year old mother who had limited mobility and was a wheelchair user. 22 Fringewood Close was a two-storey house, meaning that the applicant's mother had to negotiate stairs every day. The applicant's mother could not use the garden any more as the garden was a meter higher than the level of the house. The applicant was seeking permission to build an annex for their mother to live in which would be fully accessible without stairs, and with access to the garden. The existing house was sunken and the garden was at a higher level. The planned annex would be on the same level as the garden.

An application has been submitted in November 2021 and was considered at the Borough Planning Committee, who accepted the special circumstances of the applicant and agreed with the need for the development. However, the application was refused and the Committee encouraged the applicant to revisit the proposal, reducing the scale and to engage with planning officers. A series of meetings were held with planning officers where different design options were considered, and officers advised that the annex would need to be fully attached

to the host dwelling and that the scale would need to be substantially reduced. Whilst the applicant had been able to reduce the volume of the annex by 35%, it was not possible to fully attach the annex to the host dwelling because it would have a detrimental impact on the host dwelling by covering the two existing windows as well as resulting in having to reposition all the meters and services of the house. The annex currently being considered had the smallest possible footprint whilst retaining the functionality and accessibility. This development was 35% smaller than the original application both in footprint and in roof format.

Under permitted development rights the applicant would be able to build a free-standing room of similar dimensions and detached from the main house. The principle of allowing development of accessible housing in the garden as a special planning balance for a protected characteristic was not uncommon in Hillingdon. A development had been approved on appeal in 2017 for a bungalow with a rare garden. The current application was similar to this previous one, and The Equality Act 2010 protected people against discrimination, harassment or victimisation on nine protected characteristics. The proposal was for an annex for a disabled family member who had a protected characteristic. The applicant did not want the annex to be an independent dwelling.

Members noted that the intention was for an elderly family member to occupy the annex, and asked what the plan was in the longer term. The applicant noted that in the future, they would live in the annex with their wife, and their children would live in the main house.

Members referenced the site plan and asked the applicant to point out the hornbeam, as a protected tree. Officers pointed out the location of the hornbeam on the site plan.

Members noted that when the applicants had previously come to Committee, officers were asked to help, which the applicant confirmed they did. This application was the outcome of that help.

Prior planning advice was provided to the applicant on this proposal in principle. There were no objections to providing ancillary accommodation, only the form that was being proposed. It was presenting as a self-contained detached dwelling with all the functions of a detached dwelling and so that was how it was assessed. The expectation on an ancillary dwelling was that it would still remain partially dependent on the main house and so would not have the full kitchen, living area, facilities for a self-contained dwelling. Part of the reasons for refusal on the application were that it was not considered an annex, it was a detached dwelling and had been assessed as such.

Members sought some clarification as one of the proposed reasons for refusal was that the proposed annex would cause harm to the living conditions of the existing neighbouring occupiers at numbers 20 and 24. However, the petitioners in support were neighbours. It was clarified that whilst the current occupiers of neighbouring properties may be in support of the application, this may not extend to any future occupiers of those households.

Members noted that in terms of size and scale, the proposed development had been reduced by 35% in size, and asked whether this did not comply with what the Committee had asked the applicant to do. It was clarified that the applicant had complied with some of what was raised, but the main issue was that it was a separate dwelling.

Members referenced page 23 of the agenda where it was noted that “during the course of the current application the applicants were provided the opportunity to amend the scheme however they declined to make the relevant changes”. Members clarified if this had meant that the applicant had said that they would not make the changes, or if the new application did not reflect the proposed changes. Officers noted that there had been extensive pre-application discussions between the previous refusal and the current application. Officers noted that this application was a modest reduction in scale from the previous scheme. The ground floor area was similar and it was still fully self-contained and so the impact on neighbours still applied. There was also no separate amenity space for it.

Members asked how far the existing kitchen was from the current proposal. Officers clarified that the kitchen was one of the closest points of the existing house to where the annex would be.

The legal officer clarified that all the discussion points had been taken on board; the report was very detailed; officers had considered the policy and it was policy compliant for the application to be refused.

Officers clarified that there would be no fence to partition the garden, so the annex would have access to the whole garden. It was further clarified that the proposal was assessed as an independent dwelling and it would be expected that two separate dwellings would have their own amenity space. Members also asked what the distance was from the window to the neighbouring property, and whether it was under 14 meters. It was clarified that that window was not within the 45 degree line of the neighbouring property.

Officers clarified the use of the term annex within the report and discussion. The applicant had referred to the proposal as an annex, and the report had stated that this is what it had been called. Officers had recommended refusal because the proposed building was not considered as an annex, it was considered as a separate building.

Members also sought clarification over whether a site visit had been conducted. The Chairman clarified that Members could have a site visit if they wished to do so.

A proposal for a site visit was moved, seconded and when put to a vote, agreed.

**RESOLVED: That the application be deferred for a site visit.**

8. **NORTHWOOD COMMERCIAL SALES/ AUTOCENTRE NORTHWOOD LTD - 77460/APP/2022/2480** (*Agenda Item 8*)

**Replacement of vacant car sales centre with a 3 storey mixed used development comprising of 1 x 1-Bed Apartment, 7 x 2-Bed Apartments and 1 x 3-Bed Apartment, with associated ground floor undercroft car and cycle parking and ground floor commercial space Use Class E.**

Officers introduced the application.

A written representation was received from the lead petitioner.

In the planning application it stated that Chestnut Avenue was “a quiet road used for access to a residential area beyond the railway line and Northwood Recreation Ground containing a playing field and park.” This statement was

disputed by Watkins Close residents, who did not agree that Chestnut Avenue was a quiet road; it was a busy suburban avenue with access and egress only via the main Pinner Road. It also served a members' private gym; a football and social club; a cricket and social club; a bowling club; and a cemetery. None of which have been referenced and all of which produced a great deal of traffic at this busy junction. Residents, of which there were over a hundred, were constantly battling the odds to gain a parking space close to their homes. In Watkins Close the dwellings were built on what was previously a Council car and lorry park. People had long memories, and many still felt they had a right to park in resident-only spaces in the private close, and regularly blocked residents' entrances. Unfortunately, as social housing tenants there were no electronic gates to keep unwelcome visitors out. Parking was a contentious issue the length of Chestnut Avenue with residents at the bottom having issues with visitors to the football club and gym. A recent funeral procession, leading to the cemetery, had held up traffic in the area for half an hour, due to the volume of guest vehicles attending. Mourners had abandoned their vehicles wherever they chose, without consideration for others.

The commercial space was not required and not welcome as this would cause further issues with parking. It was naïve for the proposal to assume that any visitors would cycle to a commercial space and not require vehicular parking: what about lorries unloading deliveries? This space would be put to better use by allocating further parking for the residents, to lessen the impact on the immediate neighbourhood.

A further contentious issue was the commotion and noise of constructing the new build. Many residents now worked from home daily and there were concerns around disruption to working days. In Watkins Close, residents already contended with trains and whistles, traffic and sirens coming from both sides; they would now have to cope with construction disturbance too.

The fact that there are less than ten dwellings had been noted as this avoided the necessity for affordable housing. It was understood that it was all about profit, but those profiting did not have to live with the results. It was quite clear that these flats, once built, would be sold off to property investors who would then be able to charge increasingly unachievable rents to professional medium-to-high earners. The only conclusion was that this building would not benefit local people in any way. Allocated parking spaces would probably be sold at a premium and those unlucky tenants who rented an apartment without parking would be the ones fighting with current residents for spaces.

The objectors to this development in current form were not gullible enough to believe that their objection would overturn this proposal; they were of the view that this construction will go ahead in some form but requested that further consideration be taken into the impact to the surrounding area.

A representative of the applicant attended and addressed the Committee.

The applicant had had to submit an appeal for non-determination on this scheme and contractually they had had no choice but to do this. The principal issue was that the applicant had already been through two rounds of pre-application that had lasted the length of 2021 and then the application was submitted in August 2022 following that extensive pre-application and meetings with Transport for London (TfL). At this point, 18 months had already passed



and then no response had been received from officers between August 2022 and February 2023, when the appeal was then submitted. The representative noted that that this was a tough time to be a planning officer but with the contractual situation that the applicant was in in respect of purchasing the land, there was no choice but to submit this appeal for non-determination.

Had the feedback on the overlooking and the daylight/ sunlight comments been received by the applicant sooner in the process, they would have been happy to make any amendments that were necessary. When it was confirmed that this item was coming to the Committee, the applicant had sought to get a daylight and sunlight report commissioned which was not a validation requirement, nor was it asked for a pre-application stage or application stage. However, the applicant commissioned one and had it done as quickly as possible. The consultant who had carried it out concluded that the standards for all of the flats far exceeded what was required. On the point of overlooking, one of the balconies was a secondary balcony that was serving a bedroom, so the main balcony sat on Pinner Road, and this was the balcony that was serving a living space. Therefore, the secondary balcony was a nice-to-have rather than a need-to-have.

The applicant was anticipating a planning condition that would require boundary treatments; a landscaping condition and a 1.8 meter high privacy screen on the secondary balcony to protect the privacy of residents.

There was a 12 meter gap and to provide a privacy screen in between the two for a balcony that was not the primary amenity space for the flat would have been acceptable by way of a planning condition and something that would be expressed to the planning inspector.

The appeal was now running which meant that the Committee were unable to make a decision, however a positive steer from the Committee would enable this to move forward. The applicant would be happy to withdraw the appeal on the basis of moving forward with a new application.

Officers clarified that the daylight and sunlight report had been submitted the previous evening, and this application could not be considered by the Committee as it was now with the planning inspector. Officers had carried out a cursory review of it and there were concerns raised with regards to baseline assumptions that had informed the analysis as well as a lack of detailed inputs so officers were still confident in reason for refusal number one. However, in preparing the appeal documents, officers would consider it further as although it was not part of the current application, the planning inspectorate was likely to ask for the Local Planning Authority's view on it. In that regard, officers asked that should any amendment be required to the wording of condition one that this be delegated to the Area Planning Service Manager and the Committee Chairman to consider.

In relation to the condition for the opposing balconies, officers would not consider this acceptable because if there was a 1.8 meter high screening, this would likely impact the outlook from that room as well as potentially loss of light and so it may affect the daylight/ sunlight assessment.

In relation to the applicant's point about progression, that would be a discussion that could be had after the Committee and Members' determination. It was clarified that when an application was appealed because it has not been determined, the decision

on the application was taken out of the Council's hands. Therefore, officers' recommendations were what would be presented to the Planning Inspector. In terms of the current application, officers were recommending refusal and so Members would either agree or disagree and that would be the argument presented to the Planning Inspector. It was further clarified that having reviewed the daylight/ sunlight report, there were still concerns over the application and so it was maintained that the reasons for refusal were still valid. The Council as Planning Authority would have to prepare an appeal statement to answer any questions that the Planning Inspector may have.

Members asked if there had been any speed or traffic surveys completed within the last 12 months. Officers confirmed that the application was supported by a transport statement but that did not include any traffic flow details.

Members asked whether it would be possible to condition for vehicle type at the retail unit. It was clarified that this could not be included at this point as the officers' recommendation was for refusal. However, this could be included within the appeal statement.

Officers asked about emergency vehicle access to the proposed development and the adequacy of this. Officers noted that the issue of fire safety was covered within the report as part of a suggestive condition. As part of the Council support statement, officers would recommend a fire safety report to be submitted as part of a condition which should include details to do with emergency vehicle access arrangements in the event of fire.

Members noted that Transport for London (TfL) had advised to reduce the number of parking spaces from eight to seven. Members asked if those seven spaces would be just for residents of the flats or if there would be one for the commercial properties. Members also asked what the arrangements would be for deliveries and waste collection. Officers noted that this had been carefully considered by the Highways Team, and this was covered within section six of the report. The proposed car parking spaces were solely for the future occupiers of the flats. It was emphasised that the retail unit was only 140 square meters. The Highways Team were satisfied that this unit did not require on-site parking provision. In terms of deliveries, what would have been requested and would be presented as part of a suggestive condition was a delivery servicing plan which would include restrictions as to when delivery vehicles can access the site and this was to minimise any issues with traffic and congestion.

Officers' recommendations were moved, seconded and when put to a vote, unanimously agreed.

**RESOLVED: That the application be refused.**

9. **28 WEST WALK, HAYES - 71945/APP/2023/855** (*Agenda Item 9*)

**Erection of a part double storey and part single storey extension to the side and rear of the dwelling with side roof light. Erection of front porch with new front door and amendments to fenestration. Erection of outbuilding to rear garden.**

Officers introduced the application.

A written representation was received from the agent.

The applicant and agent had obtained advise from the Planning Department and

amendments had been made to the original proposal to now fully comply with the Council policy as guided by the Planning Department Officers.

The agent would be grateful if Members of the Planning Committee, who were considering this application tonight, could be made aware of these amendments, and that the application now complied with all Council Policies.

Members asked about adding a construction management plan as the road was very narrow. Officers clarified that there were concerns over how reasonable such a condition would be on a small development. An informative could be added in terms of deliveries. There were standard informatives that could be included about construction times, which were managed by separate environmental legislation, and there was also an informative about damage to highways and the requirement to repair it.

Officers' recommendations were moved, seconded and when put to a vote, agreed.

**RESOLVED: That the application be approved.**

The meeting, which commenced at 7.00 pm, closed at 8.40pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell at [democratic@hillington.gov.uk](mailto:democratic@hillington.gov.uk). Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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## Report of the Head of Development Management and Building Control

<b>Address:</b>	GARAGES AT CRANFORD DRIVE HAYES		
<b>Development:</b>	Demolition of existing lock-up garages and construction of 4 no. 2-bedroom houses.		
<b>LBH Ref Nos:</b>	77448/APP/2023/1159		
<b>Drawing Nos:</b>	Daylight and Sunlight Report - TFT Rev 01 Design and Access Statement 1959 P-01 Rev B 1959 P-02 Rev C Arboricultural Impact Assessment - TH 3466 1959 SLP-01		
<b>Date Plans received:</b>	19-04-2023	<b>Date(s) of Amendments(s):</b>	18-08-2023
<b>Date Application valid</b>	20-04-2023		19-04-2023

### 1. SUMMARY

Planning permission is sought for the erection of 4 dwellings following the demolition of existing garages at Cranford Drive.

During the process of the application concerns were raised regarding the impact of the proposed development on neighbouring amenities. Subsequently a daylight and sunlight assessment was carried out and submitted to the council which confirms that the development would have no adverse impact on the amenities of neighbouring properties (in terms of loss of light). Concerns were also raised regarding the accuracy of the 25 degree outlook line shown on the submitted elevation plans. Amended plans were submitted to show it correctly drawn.

Overall it is considered that subject to conditions the proposal development would cause no harm to the character and appearance of the area or building, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new dwellings would be provided with an acceptable standard of internal and external living accommodation and an appropriate housing mix is proposed for the site.

The development would provide 4 additional dwellings to the borough's housing supply and It would utilise brownfield land for additional residential development - which is supported by the Local Plan, NPPF and London Plan.

It is therefore recommended that the committee grant planning permission for the proposed development.

## 2. RECOMMENDATION

**APPROVAL** subject to the following:

### 1. RES3 **Time Limit**

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

REASON

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

### 2. RES4 **Accordance with Approved Plans**

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

1959 P-02 Rev C

1959 P-01 Rev B

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

REASON

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

### 3. NONSC **Sustainable Drainage and Water Management**

Prior to the commencement of the development hereby approved, a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

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

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

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

details for as long as the development remains in existence.

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

#### **4. 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 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).

#### **5. 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 first floor walls or roof slopes of the dwellings.

#### REASON

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

#### **6. D2 Obscured Glazing**

The north facing windows at 1st floor level shall be glazed with obscure glass to at least scale 4 on the Pilkington scale and be non-opening except at top vent 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 Step Free Access**

Prior to the construction of the hereby approved dwellings details of step free access via all points of entry and exit for each of the dwellings shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

#### **REASON**

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

#### **8. NONSC Accessibility Compliance M4(2)**

The 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 not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

#### **9. RES6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

#### **REASON**

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

#### **10. RES26 Contaminated Land**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater



sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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

#### **11. NONSC Noise Mitigation**

For the lifetime of the development hereby permitted the external noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling.

Reason: To ensure a suitable standard of accommodation in accordance with policy DMHB 16 of the Hillingdon Local Plan Part 2 (2020).

#### **12. RES7 Materials (Submission)**

Prior to the construction of the hereby approved dwellings, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

#### **REASON**

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

#### **13. RES9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100)
  - 1.b Written specification of planting and cultivation works to be undertaken
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage (2 cycle storage spaces shall be provided for each of the approved dwellings and the storage units shall be secure and enclosed)
  - 2.c Means of enclosure/boundary treatments
  - 2.d Hard Surfacing Materials
  - 2.e External Lighting
  - 2.f Other structures (such as play equipment and furniture)
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years
  - 3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased
  
4. Details regarding the height, width, depth, composition and location of the green wall to be incorporated into the proposed development.
  - 4.1 A installation and maintenance/management plan for the wall
  
5. 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).

#### **14. RES14 Outbuildings, extensions and roof alterations**

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

#### REASON

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

#### **15. RES10 Tree to be retained**

The proposed development shall be carried out in accordance with the submitted Arboricultural Impact Assessment, Method Statement & Tree Protection Plan referenced 'TH 3466'. Furthermore,

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

#### REASON

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

#### **16. OM10 Energy Statement**

Prior to the commencement of the development hereby approved, a sustainability and energy statement shall be submitted to and approved in writing by the Local Planning Authority. The sustainability and energy statement shall demonstrate how a 10% reduction in carbon dioxide emissions beyond Building Regulations requirement Part L 2013 (TER Baseline) has been achieved including full technology specifications and locations. Thereafter, the development shall be carried out in accordance with the approved details.

#### REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

#### **17. H6 Car parking provision - submission of details**

Prior to the occupation of the development , the applicant shall submit a Car Parking Management Plan to the Council for approval confirming that one car parking space would be allocated to each of the dwellings. One of the parking spaces shall have active electrical vehicle charging points and the remaining spaces shall be installed with passive electrical charging. The development shall be carried out in accordance with the approved details and maintained as such for the lifetime of the development.

#### REASON:

To ensure an appropriate distribution of parking spaces in accordance with the published London Plan Policy T6.1 Residential Parking.

### INFORMATIVES

### **1. I52 Compulsory Informative (1)**

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

### **2. I73 Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingdon.gov.uk](mailto: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](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

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

### **3. I15 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://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. I23 Works affecting the Public Highway - Vehicle Crossover**

The development requires the alteration of a vehicular crossover, which will be constructed by the Council at the applicant's expense. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

#### **5. I52 Asbestos informative**

Appropriate testing, demolition and/or removal of any asbestos containing material (ACM) should be carried out strictly in accordance with guidance from the Health and Safety Executive.

#### **I53 Compulsory Informative (2)**

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

DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
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
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
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 H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The development site is located on the south side of Cranford Drive and is accessible from Carfax Road. At present the site comprises 24 single storey garages.

The surrounding area is residential, comprising two storey semi detached and terraced dwellings. Properties are finished in mixtures of brick, pebble dash and render. Some have front porches and gable features, others have flush front elevations. Each property is set back from the road and they have small front gardens and/or off street parking.

It should also be noted that a bungalow exists on the entrance of Carfax Road and to south of that bungalow (opposite the existing garages) lies a contemporary styled building which is currently in use as a place of worship.

To the south of the site is a recreation ground, located within the Green Belt, and beyond that the M4.

The site has a Public Transport Accessibility Level (PTAL) of 1b (poor) and is located within an Air Quality Focus Area.

#### **3.2 Proposed Scheme**

Planning permission has been sought for the erection of 4 x 2 bedroom dwellings following the demolition of the existing garages.

#### **3.3 Relevant Planning History**

Proposed erection of four detached houses with associated resident car parking spaces, refuse storage and private amenity space.

### **Comment on Relevant Planning History**

The planning history is set out in section 3.3 of this report (above).

## **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:

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 6 Garden and Backland Development

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

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 H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP SI13 (2021) Sustainable drainage

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 NPPF 2021 - Making effective use of land



NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: Not applicable

## 6. Consultations

### External Consultees

22 neighbouring properties were directly notified of the proposal on 03/05/23.

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

- 1) The proposal would have an adverse impact on the local highways network and would provide insufficient parking for new and existing residents. It would also reduce pedestrian safety.
- 2) The proposal would cause harm to the character and appearance of the area.
- 3) The proposal would cause harm to neighbouring amenities (loss of light, outlook, privacy and increased noise pollution)
- 4) The proposal will restrict the ability of emergency vehicles or large vehicles to access the rear of properties on Cranford drive
- 5) The proposal would have an adverse drainage and sewage impact
- 6) Noise and disturbance caused by increased activity during construction would harm local residents and their amenities
- 7) The proposal will worsen an already complicated waste and recycling collection service
- 8) A sprinkler system would be incorporated into Plot 1 however it would be insufficient in protecting neighbouring properties from fire hazard.
- 9) The development would devalue existing dwellings
- 10) Will residents be compensated for the loss of the garages

A petition with 25 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development:

- i) The proposal would have an adverse impact on the local highways network and would provide insufficient parking for new and existing residents. It would also reduce pedestrian safety.
- ii) The proposal would cause harm to neighbouring amenities (loss of light, outlook, privacy and increased noise pollution)
- iii) The proposal would cause harm to the character and appearance of the area.
- iv) The proposal would have an adverse impact on biodiversity due to a loss of trees and disturbance to wildlife (within and to the rear of the site).
- v) The proposal will restrict the ability of emergency vehicles to access the rear of properties on Cranford drive
- vi) Residents of the new dwellings would have a poor standard of amenity
- vii) The expedient auction sale of the garages by the council to the developer is suspicious.

#### PLANNING OFFICER COMMENTS:

Issues relating to points 1,2,3, i, ii, iii, iv and vi are considered in the main body of the report.

In relation to point 4 and v, emergency service vehicles could park on Cranford Drive, Wilkins Close and Carfax Drive. The footpath to the rear of Cranford drive would also be retained.

In relation to point 5, the site's drainage impacts would be controlled by pre commencement condition, ensuring that the proposal has no adverse drainage impact.

In relation to point 6, construction works are temporary and therefore so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner. A condition requiring a construction logistics plan and construction management plan to be agreed with the Council is also recommended, in order to minimise the impacts of construction on neighbouring residents and the environment as far as practicable.

In relation to point 7, the submitted plans show that a bin collection point would be provided for new residents near to Carfax Drive. Refuse from the Life Oasis Centre is already collected from Carfax Drive. Refuse collection in the location proposed would therefore not be out of character. Waste would continue to be collected at the front of the property for dwellings on Cranford Drive.

In relation to point 8, fire safety measures are controlled under the Building Regulations. The applicant has indicated that all four houses would have their own sprinkler systems.

In relation to point 9, property values are not material planning consideration.

In relation to point 10, there is no planning policy related requirement for the residents to be compensated for the demolition of garages which they do not own.

In relation to point vii, the motivations behind the sale of the garages is not a material planning consideration.

#### Internal Consultees

## ACCESS OFFICER:

This proposal for 4 x 2 bed detached dwellings has been reviewed against 2021 London Plan and does not raise any accessibility concerns subject to the following conditions attached to any approval.

1. Prior to any works on site 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. Such provision shall 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).
2. The 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 not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

## HIGHWAYS OFFICER:

The site is situated in a residential area behind properties fronting onto Cranford Drive Hayes, access to the proposal site is taken from Cranford Drive. The garages have fallen into a state of disrepair and have been unused for a number of years. According to TfL's Webcat the site has a PTAL of 1b indicating that access to public transport is poor compared to London as a whole suggesting the future residents would be reliant on the private car for trip making.

The proposal would provide 4no. car parking spaces - one for each of the proposed dwelling. These new car parking spaces would be located at the entrance to the site and overlooked from the first dwelling. The published London Plan 2021 Policy T6.1 Residential Parking allows this development to have a maximum of 6no. car parking spaces, the 4no. proposed are in accordance with this policy.

Policy T6.1 Residential Parking also requires that this development provide infrastructure for charging electric vehicles, accordingly the Highway Authority would require a planning condition requiring the applicant to provide one car parking space with an active electric vehicle charging point with the other three spaces having passive provision. The Highways Authority also require that a car parking management plan is submitted to the Council for approval. This should show that one car parking space is allocated to each dwelling.

The submitted plans show that cycle parking would be provided in "sheds/cycle stores" situated the rear garden of each property, though it is not clear how many bicycles these "sheds/cycle stores" could accommodate. London Plan Policy T5 Cycling require that two-bedroom dwellings provide a minimum of 2no. cycle parking spaces, whilst it is anticipated that this standard could be achieved the Highway Authority require that this standard of provision is secured by a planning condition.

Taking into account that the garages are derelict and have not been used for a number of years, the proposal would not result in any loss of any parking and as such would not lead to vehicles being displaced on-street. Subject to the above the Highways Authority has no objections for this application.

## Planning conditions

The applicant submits plans to the Council for approval showing the provision of 2no. covered, secure and

accessible cycle parking spaces for each dwelling. REASON to be in accordance with the published London Plan 2021 Policy T5 Cycling

The applicant submits plans to the Council for approval showing the provision of 1no. active charging point with the remaining three car parking spaces having passive provision. REASON to be in accordance with the published London Plan Policy T6.1 Residential Parking.

The applicant submits a Car Parking Management Plan to the Council for approval confirming that one car parking space would be allocated to each of the dwellings. REASON to be in accordance with the published London Plan Policy T6.1 Residential Parking.

#### CONTAMINATION OFFICER:

The site is currently occupied by garages, whereby vehicles, structural materials and made ground etc. may have introduced various types of contaminants (e.g. hydrocarbons, asbestos, heavy metals etc) onto the land, I therefore recommend the following condition be imposed if planning permission for the proposed development is awarded:

#### 1) Condition for land that may be affected by contamination

Before any part of the development is commenced a site survey and desk top study shall be conducted to identify/assess levels of any contamination that may be present. The survey and an appropriate risk assessment concerning land condition shall be carried out to the satisfaction of the Local Planning Authority (LPA), and approved in writing by the LPA.

(i) Details of required remedial works shall include a phase 2 assessment of the type/s and extent of identified contamination and also provide full details of a remediation scheme to suitably address all unacceptable concentrations of the contaminants identified at the site.

(ii) All works which form part of the remediation scheme shall be completed and a full verification report submitted and approved before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

#### REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground Water Resources and DME1 12: Development of Land Affected by Contamination.

#### 2) Condition for imported soil materials

No contaminated sub soils and/or topsoils shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. All imported soils shall be independently tested for chemical contamination. Before any part of the development is occupied all factual results and an interpretive report of the testing shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground

Water Resources and DMEI 12: Development of Land Affected by Contamination.

### 3) Asbestos Informative

Appropriate testing, demolition and/or removal of any asbestos containing material (ACM) should be carried out strictly in accordance with guidance from the Health and Safety Executive.

#### NOISE OFFICER:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise.

It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions.

'For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.' The demolition of the existing buildings and construction of the permitted development has the potential to cause disturbance locally and it is recommended that the Council uses its powers under S60 and S61 of the Control of Pollution Act 1974 with reference to BS5228 parts 1 and 2 to regulate this'.

#### AIR QUALITY OFFICER:

The application is air quality neutral but not air quality positive. Therefore, and given the close proximity to the M4, I recommend negotiating with the applicant the deployment of a green wall to act as a physical barrier from the motorway traffic emissions - location to be agreed with LBH.

#### TREE OFFICER:

This scheme requires the removal of a number of small probably self-set trees, they are mostly growing up against existing structures and as a result their removal now is appropriate before they cause damage. Please include a landscape/ replacement planting condition.

#### PLANNING OFFICER COMMENT:

Comments from the Tree Officer, Air Quality Officer, Access Officer, Highways Officer and Contaminated Land Officer have been taken into consideration in the assessment of this application. In order to make the development acceptable in planning terms the recommended conditions and informatives would be attached to the permission, should the application be approved.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The site comprises a set of garages within an established residential area.

The NPPF has a requirement to encourage the effective use of land. '

London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small scale sites will make a significant contribution to housing supply.

Policy DMH 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) 'Garden and Backland Development' states:

In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

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

The proposal counts as a backland development given its position in relation to existing housing. As set out below, the development would be acceptable in terms of its impact on neighbours, with regard to light, privacy and light spillage. Vehicular access would be limited to the eastern end of the site, whereas at present vehicular access is possible for the entire length of the site. This would reduce the impacts on neighbours in terms of vehicle movements, thereby complying with part iv) of Policy DMH 6. The part one/part two storey scale of the houses would step down from houses on the neighbouring streets and be more intimate in scale. The impact on existing ecology and trees is discussed in more detail below. It is noted that the site at present is entirely covered with buildings and hardstanding and makes no contribution to landscaping.

Overall it is considered that the development complies with policy DMH 6 and is an exceptional case where backland development could be permitted.

## HOUSING MIX

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

The supporting text related to this policy states at paragraph 4.6 that 'The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. Applicants proposing residential

schemes will be required to demonstrate that this need has been taken into account.'

4 x two bed dwellings are proposed. Whilst the development would not add additional family sized dwellings to the Borough's housing stock, this is a consequence of the constrained dimensions of the application site, which militates against larger units. The Local Plan encourages a mix of housing sizes in new developments and this development is considered to add to that mix. The proposed development is therefore considered to be acceptable in terms of Policy DMH 2.

### **7.02 Density of the proposed development**

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report.

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

The development would not have an impact on any heritage assets or archaeological priority areas.

### **7.04 Airport safeguarding**

The development would have no impact on airport safeguarding.

### **7.05 Impact on the green belt**

The Green Belt runs along the southern boundary of the site. The proposed development is not within the Green Belt, nor is it considered to cause any harm to its openness.

### **7.06 Environmental Impact**

Not applicable to this application.

### **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.

The development site is located on the south side of Cranford Drive and is accessible off of Carfax Road. At present the site comprises 24x single storey garages. The surrounding area is residential, comprising two storey semi detached and terraced dwellings. Properties are finished in mixtures of brick, pebble dash and render. Some have front porches and gable features, others have flush front elevations. Each property is set back from the road and they have small front gardens and/or off street parking. A bungalow exists on the entrance of Carfax Road and to south of that bungalow (opposite the existing garages) is a contemporary styled building which is currently in use as a place of worship. To the south of the site is a recreation ground and beyond that the M4.

The proposed dwellings would be 6.5m high, 9.4m deep and 11.4m wide. The part single, part two storey properties would have gable ends and would be finished in multi stock brick, grey tiles, grey cladding and dark grey aluminium windows and doors.

Buildings within the area vary in their design and material finish. The proposed dwellings have been designed to compliment the traditional brick built properties that characterise the area, as well as the modern place of worship which is visible from Cranford Drive and Carfax Road. The new properties would be in keeping with the mixed character of the area. Furthermore, their part single, part two



storey design reduces their massing ensuring that they are somewhat subservient to frontage properties on Cranford Drive.

It should be noted that the existing parking forecourt and garages make no contribution to the character and appearance of the area. Their removal would allow some landscaping to be introduced on the site to compliment the area's suburban character. The new houses would provide some passive surveillance to the existing open space to the south, discouraging anti-social behaviour.

In the event of the application being approved a landscaping scheme would be secured via condition to ensure that appropriate planning is provided.

Overall, it is considered that the proposal would constitute an improvement to the visual amenities of the immediate area.

### **7.08 Impact on neighbours**

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

The ground floor north facing windows of the proposed dwellings would face the rear boundary fencing of properties on Cranford Drive. The first floor north facing windows would serve hallways and would be obscurely glazed. None of the south facing windows would look toward neighbouring properties whilst west facing windows would only be at ground floor level and would face into each property's garden. The exception is the westernmost house, where a ground floor living room windows would face towards the rear of houses on Wilkins Close over a distance of 18.5m. Given that this window would be on the ground floor it is considered that suitable boundary treatment, secured by condition, would be sufficient to prevent any harmful loss of privacy. The development would therefore cause no harmful loss of privacy or overlooking to neighbouring properties. In the event of an approval, a condition is recommended to ensure that first floor windows facing properties on Cranford Drive are obscurely glazed and that no first floor side elevation windows are inserted into the properties in the future.

The submitted plans show that the top of the roofs of the proposed dwellings would marginally breach the 25 degree line drawn from the rear windows of properties on Cranford drive. However a daylight and sunlight assessment has been submitted in support of the proposal which demonstrates that there would be no noticeable loss of light to neighbouring properties, with those on Cranford Drive continuing to receive very good levels of daylight and sunlight.

The plans show that the new dwellings would be 13m or more from the the rear of properties on Cranford Drive and they would be visible above the rear boundary treatment to these properties. At present the garages and associated hardstanding do not present an attractive outlook. It is not considered therefore that there would be significant harm to the outlook of neighbouring properties from the development. House on this part of Cranford Drive would continue to be able to access rear entrances to their properties from a retained pedestrian access, which also would serve as the access to the new houses. The landscaping condition would secure lighting details to this access to ensure it was a welcoming space.

The site is currently occupied by 24 garages, which could generate a significant amount of activity if fully utilised. The proposed development would result in 4 houses at the site, with 4 parking spaces. The proposed development is therefore unlikely to generate any harmful uplift in noise or activity at

the site.

In terms of light overspill, there would only be one small window for each property facing towards neighbouring houses to the north. It is not considered that these would generate enough light to be a nuisance.

It could also be argued that replacing garages with housing could reduce the likelihood of antisocial behaviour at the site.

Overall the proposed development would have an acceptable impact on the amenities of neighbouring properties.

## **7.09 Living conditions for future occupiers**

### **INTERNAL AMENITY**

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1.

The London Plan (2021) advises that two storey, 2 bed, 4 person dwellings should provide future residents with a minimum internal floor space of 79sqm. The plans supplied show that 90sqm of internal floor space would be provided, exceeding requirements in the London Plan. A 2.5m floor to ceiling height would be achievable on the ground floor. At 1st floor level the pitch of the roofs would constrain ceiling heights slightly but not to an extent that would compromise the quality of the accommodation given the surplus of floorspace above policy requirements. Each habitable room within the property would have access to natural light and outlook through the position of windows and doors. At 1st floor level there would be an excellent south facing aspect across the open space. The ground floor habitable room windows would face into a courtyard type garden for each house, also providing a suitable outlook. Overall, it is considered that the proposal would provide future residents with an acceptable standard of internal living accommodation.

### **EXTERNAL AMENITY**

Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires all new residential developments to provide good quality and usable private outdoor amenity space. 60sqm of external amenity space is required for 2-3 bedroom properties.

Approximately 60sqm of external amenity space would be provided for each dwelling. Whilst on the cusp of policy compliance, this is considered acceptable given the constraints of the site and the availability of open space immediately adjacent to the site.

A condition restricting permitted development rights for extensions and outbuilding is recommended to prevent the erosion the outdoor space.

## **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

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 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

- 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
  - ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
  - iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
  - iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

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.

## PARKING

The London Plan (2021) advises that 2 bed dwellings in Outer London with a PTAL rating of 0-1 should be provided with up to 1.5 parking spaces. 1 parking space is to be provided for each of the proposed dwellings. This is within the maximum standard and is therefore considered to be acceptable.

Furthermore a condition has been recommended to ensure that 1 parking space is allocated to each new dwelling, in the event of approval. It is not considered that additional parking on the public highway arising from the development would be result in significant parking stress.

## ELECTRIC CHARGING POINTS

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. A condition

has been recommended to secure electric vehicle charging points for the new properties, in the event of approval.

## BICYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. A cycle store would be provided in the rear garden of each the proposed dwellings ensuring that adequate cycle parking is provided for new residents. Full details of the cycles stores will be secured through condition in the event of an approval.

## 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. Waste storage will be located within the garden of each property and a collection point for waste is located close to the sites vehicular access and Cranford Drive. Full details of the waste storage facilities will be secured through condition in the event of an approval.

## CONSTRUCTION

A condition has been recommended for inclusion requiring a Construction Management Plan. This would ensure that the development would have no significant adverse impact on traffic and pedestrian safety during construction, given the constraints of the site.

## CONCLUSION

Overall, subject to the aforementioned conditions, it is concluded that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

### **7.11 Urban design, access and security**

Discussed in other sections of this report where relevant.

### **7.12 Disabled access**

London Plan Policy D7 states:

To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
- 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

No objection has been raised by the Council's Access Officer and the conditions recommended by

the Officer have been recommended for inclusion in the decision should planning permission be granted.

### **7.13 Provision of affordable & special needs housing**

The scale of development is below the threshold where affordable housing would be required.

### **7.14 Trees, landscaping and Ecology**

#### TREES

Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Seven trees of varying sizes immediately along the southern boundary of the site would be removed. Five of these are ash, one sycamore and one maple. Their removal is considered necessary due to their close proximity to the existing garages and the impact on them from the proposed development. Other trees further away from the boundary of the site would be retained and protected during construction work.

The Borough's Tree Officer was consulted on the proposed development and has made no objection to the scheme subject to a landscaping condition which is recommended for inclusion on the decision if the application is approved. The constrained location of the trees limits their quality and prospective lifespan. Additionally a condition is also recommended to ensure that trees shown to be retained on the submitted plans are protected during construction and replaced if felled. The submitted plans show five locations within the site for the planting of new trees. These would be secured as part of the landscaping plan.

The proposal is therefore considered to be acceptable.

#### ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a

positive contribution to the protection and enhancement of the site or feature of ecological value.

The site comprises garages and hard landscaping. It 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. Whilst trees would be removed as part of the proposed development, these would largely be replaced within the development site. New habitats would be created within gardens and other greenery around the site, as well as within trees when they mature. The proposal is therefore considered to have an acceptable ecological impact.

In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfill their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.

It should also be noted that the Air Quality Officer has recommended that a green wall be installed along the southern boundary of the site to help improve air quality. This would be a further ecological enhancement and would be secured through the landscaping scheme.

### **7.15 Sustainable waste management**

Discussed in other sections of this report.

### **7.16 Renewable energy / Sustainability**

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

In the event of an approval, a condition would be secured requiring the submission of an Energy and Sustainability Statement to demonstrate that the proposed development would achieve at least a 10% improvement beyond Building Regulations 2014.

Also, a condition would be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **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. 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 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase

the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The application site is located in Flood Zone 1 where there is a low probability of risk of fluvial flooding. As such, all forms of development including residential development (which is classified as a 'more vulnerable use') is acceptable in this location, in terms of fluvial flood risk.

In the event of approval, a sustainable water management scheme would be secured by condition to ensure compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

## **7.18 Noise or Air Quality Issues**

### **NOISE**

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

The provision of 4 additional residential units, when compared with a 24 garage car park is not considered to lead to such a significant change in the local noise environment as to warrant a refusal of planning permission on this ground. This is particularly the case as the site is located in close proximity to the M4 and other residential dwellings. The comings and goings may well be reduced when compared to the full utilisation of the existing garages.

In addition to the above and taking into consideration the sites close proximity to the M4 and neighbouring properties, a condition has been recommended which would ensure that occupiers of the development would have an acceptable noise environment inside their homes.

### **AIR QUALITY**

Local Plan Policy DMEI 14 states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. B) Development proposals should, as a minimum: i) be at least "air quality neutral; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development would be Air Quality neutral as confirmed by the Borough's Air Quality Officer. Notwithstanding this point the Officer has advised that a green wall be secured via condition in the event of the application being approved. This is to act as an additional physical barrier from Motorway Traffic emissions. Full details of the wall, its size, location and composition will be secured via the mentioned condition.

Further to the above a construction management plan is to be required via condition, which would limit noise and air quality impacts of the development during construction.

## **7.19 Comments on Public Consultations**

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

## **7.20 Planning obligations**

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

The proposal involves the erection of 4 new dwellings and is therefore CIL liable.

## **7.21 Expediency of enforcement action**

Not applicable to this application.

## **7.22 Other Issues**

No other issues raised.

## **8. Observations of the Borough Solicitor**

### **General**

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

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

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

### **Planning Conditions**

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

### **Planning Obligations**

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

### **Equalities and Human Rights**

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



belief, sex and sexual orientation.

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

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

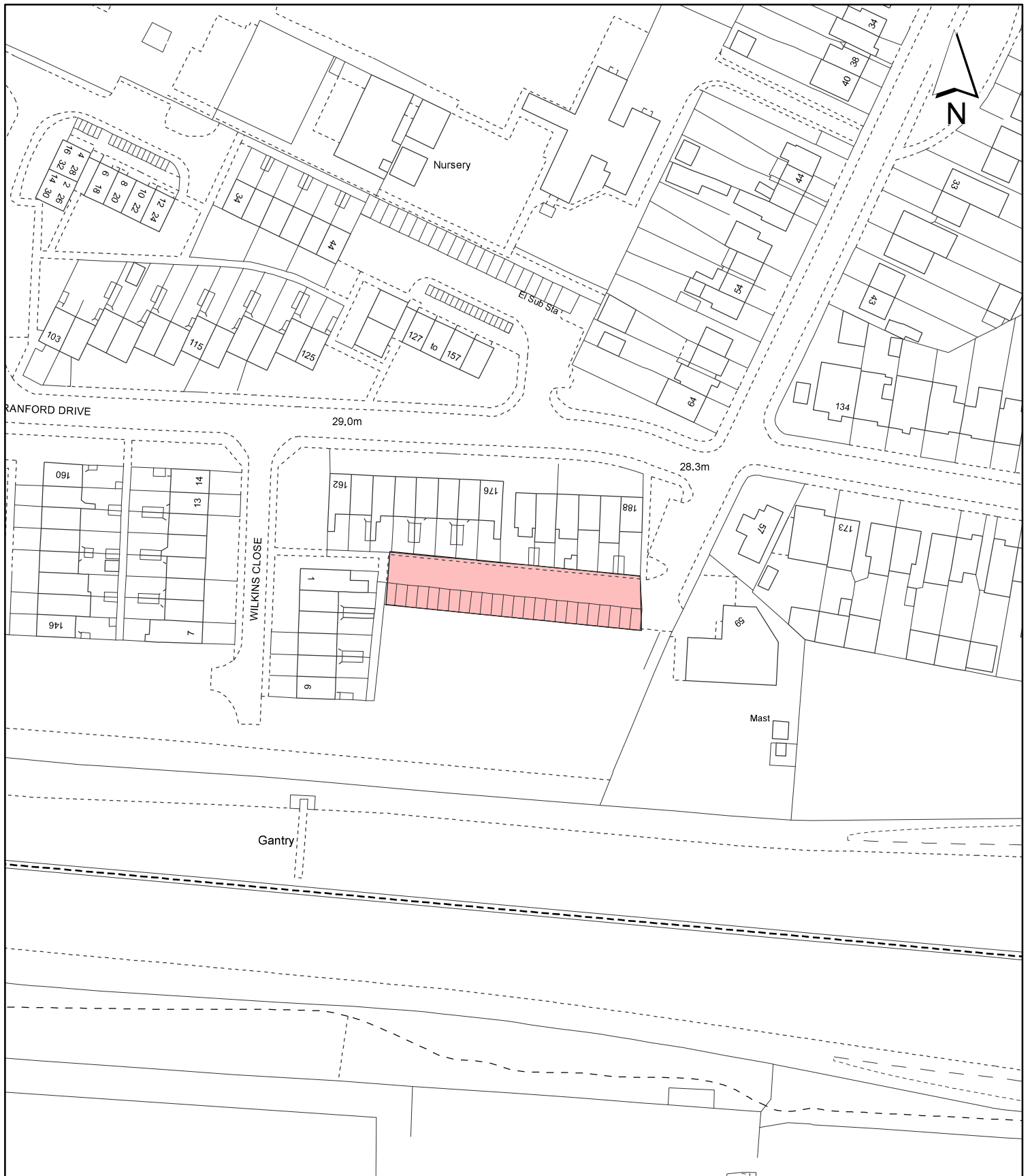
The proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Additionally, adequate living accommodation would be provided for future residents. The proposal would contribute 4 additional residential units (providing an appropriate standard of accommodation) to the borough's housing stock.



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. It is therefore recommended that planning permission be granted subject to conditions.

#### **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



<p><b>Notes:</b></p>  <b>Site boundary</b>	<p>Site Address:</p> <p align="center"><b>Garages at Cranford Drive</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b> Residents Services Planning Section Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p>  <p align="center"><b>HILLINGDON</b> LONDON</p>	
	<p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2020 Ordnance Survey 100019283</p>	<p>Planning Application Ref:</p> <p align="center"><b>77448/APP/2023/1159</b></p>		<p>Scale:</p> <p align="center"><b>1:1,250</b></p>
	<p>Planning Committee:</p> <p align="center"><b>Borough Page 44</b></p>	<p>Date:</p> <p align="center"><b>September 2023</b></p>		

## Report of the Head of Development Management and Building Control

<b>Address:</b>	KIRK HOUSE 97 HIGH STREET YIEWSLEY		
<b>Development:</b>	The provision of 8 residential dwellings in the existing loft space and external alterations to existing building including the extension of the roof, the provision of new dormer windows and external roof terraces		
<b>LBH Ref Nos:</b>	32928/APP/2023/753		
<b>Drawing Nos:</b>	712-P-301 DA Statement 712-P-104 Planning Statement Transport Statement Sustainability and Energy Statement Flood Solutions Report - AEL-4707-FLC-947304 BRE DAYLIGHT ASSESSMENT 712-P-102 712-P-100 712-P-101 Rev A 712-P-200 Rev D 712-P-201 Rev A 712-P-202 712-P-203 712-P-205 Rev C 712-P-206 Rev A 712-P-103		
<b>Date Plans received:</b>	13-03-2023	<b>Date(s) of Amendments(s):</b>	06-07-2023 13-03-2023
<b>Date Application valid</b>	13-03-2023		

### 1. SUMMARY

Planning permission is sought for the provision of 8 residential dwellings in the roof space of Kirk House. The proposed works also include external alterations to the building, extensions to its roof, new dormer windows and external roof terraces.

During the process of the application concerns were raised by local residents regarding inadequate consultation on the application and the fact that the applicant had submitted the wrong ownership certificate. Since then, a revised certificate of ownership (Certificate B) has been submitted, along with confirmation that lessees were served notice of the proposed development on 26 April 2023 (It is

understood that this is in addition to notice being served by the applicant on 31 March 2023). Following receipt of the revised ownership certificate, the Council issued its own notification letters to the occupiers of the flats at Kirk House (on 26 April 2023), giving them 21 days to submission of comments, a site notice was also placed at the site advertising the proposed development. It is therefore considered that appropriate consultation has now taken place for the proposed development and that no neighbours or members of the public have been prejudiced by the proposed development.

Amended plans were also received during the process of the application. Those plans differ from the original plans in that the privacy screens to the south of the building have been lowered. The obscure glazed window on flat TF40 has been removed so its occupant has adequate outlook, a section plan of the flat has also been submitted showing that it would have adequate internal head space. The ground floor external amenity space has been removed from the scheme to protect the appearance of the area and the privacy of existing residents.

Overall it is considered that subject to a conditions and a legal agreement which restricts future residents from applying for parking permits, the proposed development would cause no harm to the character and appearance of the area or building, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new flats would be provided with an acceptable standard of living accommodation and an appropriate housing mix is proposed for this town centre development.

Whilst the development would not provide a policy compliant amount of external amenity space for the future residents of four of the flats, it would still provide some private amenity space for those residents whilst public open space is a short distance away from the site. Furthermore, the benefits of the scheme (which include the provision of 8 additional dwellings, stimulation of the local economy and the utilisation of brownfield land in a town centre location, for additional residential development - which is supported by the Local Plan, NPPF and London Plan) are considered to outweigh the shortfall in amenity space.

It is therefore recommended that planning permission be granted for the proposed development subject to a S.106 agreement securing the new units as car-capped (no on-street parking permits to be issued).

## **2. RECOMMENDATION**

**APPROVAL subject to the following:**

### **1. RES3 Time Limit**

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

REASON

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

### **2. RES4 Accordance with Approved Plans**

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

712-P-100  
712-P-101 Rev A  
712-P-102  
712-P-103  
712-P-104  
712-P-200 Rev D  
712-P-201 Rev A  
712-P-202  
712-P-203  
712-P-205 Rev C  
712-P-206 Rev A  
712-P-301

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

#### REASON

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

### **3. NONSC Sustainable Drainage and Water Management**

Prior to the commencement of the development hereby approved, a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

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

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

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

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London

Plan (2021).

#### **4. 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 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).

#### **5. NONSC Privacy Screens**

Notwithstanding the approved drawings, prior to the occupation of the hereby approved dwellings, details of the siting, design and materials of all privacy screens to balconies shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the screens shall be installed as per the consented details prior to the first occupation of the development here by approved and the privacy screens shall be retained on site for so long as the development remains in existence.

#### **REASON**

To prevent overlooking to adjoining properties and to protect the privacy of occupiers of the flats in accordance with policies DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### **6. RES7 Materials (Submission)**

No above ground construction works shall take place until details of all materials and external surfaces for the proposed development 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).

### **7. RES9 Landscaping (car parking & refuse/cycle storage)**

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

#### 1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100)

1.b Written specification of planting and cultivation works to be undertaken

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

#### 2. Details of Hard Landscaping

2.a Refuse Storage (including the provision of 1 additional 1280L container on site)

2.b Cycle Storage (which should be secure and enclosed providing cycle parking space for 17 bikes)

2.c Means of enclosure/boundary treatments

2.d Hard Surfacing Materials

2.e External Lighting

2.f Other structures (such as play equipment and furniture)

#### 3. Details of Landscape Maintenance

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

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

#### 4. Schedule for Implementation

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

### **8. B8 Parking Arrangements (Residential)**

A Parking Management Plan showing 6 spaces allocated to the new dwellings and 38no. allocated to the existing dwellings shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of any of the units. Two of the parking spaces shall have active electrical vehicle charging points. The development shall be carried out in accordance with the approved details and retained as such.

## REASON:

To ensure an appropriate distribution of parking spaces in accordance with the published London Plan Policy T6.1 Residential Parking.

## 9. NONSC Energy Statement

Prior to the commencement of the development hereby approved, a sustainability and energy statement shall be submitted to and approved in writing by the Local Planning Authority. The sustainability and energy statement shall demonstrate how a 10% reduction in carbon dioxide emissions beyond Building Regulations requirement Part L 2013 (TER Baseline) has been achieved including full technology specifications and locations. Thereafter, the development shall be carried out in accordance with the approved details.

### REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

## INFORMATIVES

### 1. I52 Compulsory Informative (1)

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

### 2. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingdon.gov.uk](mailto: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](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

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

### 3. I15 Control of Environmental Nuisance from Construction Work

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



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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://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.

### 153 Compulsory Informative (2)

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

DMH 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D2	(2021) Infrastructure requirements for sustainable densities
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 D8	(2021) Public realm
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply

LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The development site is located on the corner of St Stephens Road and High Street, West Drayton. The site comprises a 3 storey building and its associated car park. The building is finished in brick and has a pitched roof. A mixture of soft and hard landscaping surrounds the building. The building is currently in residential use but was converted from an office under permitted development rights.

The area surrounding the site comprises 2 to 4 storey buildings, which vary in design and material finish. Buildings are predominantly residential, commercial or mixed in terms of their use.

The site is located within the Colne Valley Archaeological Priority Zone and Yiewsley and West Drayton Town Centre. It has a PTAL Rating of 3 (moderate) and is located within an Air Quality Focus Area.

#### 3.2 Proposed Scheme

Planning permission is sought for the provision of 8 residential dwellings in the existing loft space and external alterations to existing building including the extension of the roof, the provision of new dormer windows and external roof terraces.

#### 3.3 Relevant Planning History

32928/83/0228 Kirk House, 97-109 High Street Yiewsley  
Mixed dev. on 0.1900 hectares (outline)(P)  
**Decision:** 08-06-1983 Approved

32928/A/83/1398 Kirk House, 97-109 High Street Yiewsley  
Mixed dev. on 0.1900 hectares (full)(P)  
**Decision:** 25-11-1983 Approved

32928/APP/2009/2795 Kirk House, 97-109 High Street Yiewsley

Installation of cycle shelter.

**Decision:** 08-03-2010 Approved

32928/APP/2011/1458 Kirk House, 97-109 High Street Yiewsley

Change of use from Class B1 (Office) to Class C1 (Hotel) with ancillary restaurant/cafe, including new ground level infill construction, at ground floor level (rear), below the existing first floor accommodation, extension to front (ground floor level facing High Street), alterations to facade and internal layout at all levels, alterations to access, parking and landscaping arrangements.

**Decision:** 21-10-2011 Refused

32928/APP/2012/644 97 High Street Yiewsley

Change of use from Office accommodation to 74 room Hotel, including new infill construction at Ground Floor level (below the existing First Floor accommodation).

**Decision:** 14-06-2012 Refused

32928/APP/2017/2396 Kirk House, 97-109 High Street Yiewsley

Prior Approval for change of use from office use to residential (36 units).

**Decision:** 05-09-2017 Approved

32928/APP/2018/3172 Kirk House, 97-109 High Street Yiewsley

Provision of nine residential units (8 no. one-bedroom and 1 no. two-bedroom flats) within a single storey third-floor extension to replace existing roof and external alterations to existing building comprising 8 Juliette balconies at first and second floor levels.

**Decision:** 29-05-2019 Withdrawn

32928/APP/2019/1916 Kirk House, 97-109 High Street Yiewsley

Details pursuant to conditions 1 (parking allocation) and 2 (contaminated land) of planning consent 32928/APP/2017/2396 (Prior Approval for change of use from office to residential)

**Decision:** 20-09-2019 Approved

32928/B/84/0141 Kirk House, 97-109 High Street Yiewsley

Details in compliance with 03298/831398(P)

**Decision:** 14-03-1984 Approved

32928/C/84/1203 Kirk House, 97-109 High Street Yiewsley

Details in compliance with 32928/831398(P)

**Decision:** 26-07-1984 Approved

32928/E/87/0122 Kirk House, 97-109 High Street Yiewsley

Change of use from retail to showroom and offices.

**Decision:** 23-04-1987      Approved

32928/F/87/0616      Kirk House, 97-109 High Street Yiewsley

Prov of new vent intake & extract terminals

**Decision:** 27-04-1987      Approved

32928/H/87/1325      Kirk House, 97-109 High Street Yiewsley

Alts to elevations

**Decision:** 11-09-1987      Approved

32928/L/93/1829      Kirk House, 97-109 High Street Yiewsley

Change of use of part of ground floor from Class A1 (Retail) to Class B1 (Business)

**Decision:** 09-05-1994      Approved

32928/PRC/2021/266      Kirk House, 97 High Street Yiewsley

Roof conversion for 4 x 1 bed flats.

**Decision:** 12-05-2022      Objection

### **Comment on Relevant Planning History**

The site's planning history is set out in section 3.3 of this report (above).

Prior approval was granted in 2017 for 'Prior Approval for change of use from office use to residential (36 units)' under planning application No.32928/APP/2017/2396. The permission has been implemented and the site is currently in residential use.

## **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.H1 (2012) Housing Growth

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMH 2 Housing Mix

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP H10 (2021) Housing size mix

LPP D2 (2021) Infrastructure requirements for sustainable densities

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 D8 (2021) Public realm  
LPP T6 (2021) Car parking  
LPP T6.1 (2021) Residential parking  
NPPF11 NPPF 2021 - Making effective use of land  
NPPF12 NPPF 2021 - Achieving well-designed places  
NPPF2 NPPF 2021 - Achieving sustainable development  
NPPF5 NPPF 2021 - Delivering a sufficient supply of homes  
NPPF9 NPPF 2021 - Promoting sustainable transport

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date: **21st April 2023**

**5.2** Site Notice Expiry Date: Not applicable

## **6. Consultations**

### **External Consultees**

A total of 141 neighbouring properties were directly notified of the proposal on 21/03/23, 26/04/23 and 02/08/23. A site notice was also displayed at the site on 23/03/2023.

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

- 1) Units within the existing site have not been sold, so there is no need for additional units at the site;
- 2) The proposal would have an adverse impact on the local highways network, as well as pedestrian and vehicle user safety. Inadequate parking would be provided for users of the resulting building;
- 3) The development is for profit and it will devalue existing properties;
- 4) The area needs low cost affordable housing, no affordable housing is being provided. The proposed flats are not affordable at £300k for a single bedroom apartment;
- 5) We were not consulted on the application and should have been as residents and leaseholders of the building;
- 6) The proposed development would have an adverse impact on the amenities of residents within the existing building. It would also have an adverse impact on neighbouring properties in terms of overlooking;

- 7) There are issues with the lift, windows and air within the existing building;
- 8) The resulting building would not be structurally sound as a result of the proposed development;
- 9) Additional flats will increase the service charge for existing residents;
- 10) Construction of the proposed development , would cause noise and disturbance to 2nd floor residents, as well as reductions in air quality due to construction dust. Construction materials may also contaminate residential water supplies;
- 11) Approval of the proposed development at the site breaches a clause within our lease which states that 'without tenant's prior consent, the landlord may not make variations that will substantially alter the size, quality, appearance or value of the Property to the Tenant's prior consent'. We do not give our consent;
- 12) The proposed development would have an adverse visual impact on the building and appearance of the area;
- 13) The proposed development conflicts with the Party Wall Act and Human Rights Act.
- 14) The proposal would put additional pressure on essential utilities like water supply, water pressure, sewage, drainage issues and gas supply.
- 15) Existing flats were sold without any energy rating and are inefficient, resulting in high bills for residents. New resident would be subjected to the same issues, Roof development must have solar panels to solve this issue and excess energy should be provided to existing residents.
- 16) Top floor properties within the block of flats were sold and purchased as top floor penthouses, the sale of those properties was misleading.

A petition with 26 signatures has also been received against the proposed development. The petition raises the following summarised points:

- i) The proposal would have an adverse visual impact on the High Street and existing building.
- ii) Roof top construction works would be hazardous to pedestrians and the general public
- iii) The proposal would have an adverse noise impact on residents below the proposed flats
- iv) The proposal would put additional pressure on essential utilities like water supply, water pressure, sewage, drainage issues and gas supply.
- v) The proposed windows and balconies would overlook neighbouring properties harming their amenities
- vi) Construction of the proposed development , would cause noise and disturbance to 2nd floor residents, as well as reductions in air quality due to construction dust.

Thames Water: Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time.

#### PLANNING OFFICER COMMENTS:

In relation to point 1, the sale of existing flats at the site is not a material planning consideration.

In relation to point 3, the motivations behind the proposed development are not a material planning consideration nor are property values.

In relation to point 4, the development is for 8 residential units and therefore there is no planning requirement to provide any affordable housing.

In relation to point 5, a site notice was placed at the site on 23/03/2023 and all residents of the building were consulted on 26/04/23. The applicant has also stated that they served notice on residents of the building on 31/03/23 and 26/04/23, giving them 21 days to respond. Residents were consulted again 02/08/23 following the receipt of amended plans.

In relation to point 7, the condition of the existing building is not a material planning consideration.

In relation to point 8, the structural stability of the building is a matter to be addressed under the Building Regulations.

In relation to point 9, the service charge implications of the proposed development are not a material planning consideration.

In relation to point 10 and vi, construction works are temporary and therefore so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner. Notwithstanding the above, a condition requiring a construction logistics plan and construction management plan to be agreed with the Council has been recommended, in order to minimise the impacts of construction on neighbouring residents and the environment as far as practicable.

In relation to point 11 and 13, issues regarding clauses in leases are legal matters, as are issues regarding the Human Rights and Party Wall Act and not material planning considerations.

In relation to point 14 and iv, should the application be approved a condition is included to ensure that the proposal has an acceptable drainage impact. Water and Gas supply to existing residents are not material planning considerations.

Issues relating to points 2, 6, 12, i, ii, iii, and v are considered in the main body of the report.

In relation to point 15, energy ratings are not a material planning consideration, there is no statutory planning requirement for a development of this nature to provide solar panels, or for energy from those solar panels to be distributed to new or existing residents.

In relation to point 16, whilst the point is noted, the sale and marketing of existing properties is not a material planning consideration.

### **Internal Consultees**

DESIGN OFFICER:

The applicant has worked proactively during a pre-application process to optimise density in this local centre location. The principle of creating separate dormer windows slotted in the roofscape was accepted at the 2021 pre-application and is supported.

This full application has demonstrated that the amenity issues that potentially may have arisen from this form of development have been considered, these include:

- Provision of private amenity space. The proposal has provided policy compliant levels of private external amenity space. For units 41-44 these are provided solely by roof terraces /balconies and for units 37 to 40 by a mixture of private balconies and communal ground floor garden space.
- Protection of privacy for the neighbouring properties and occupiers. It has been demonstrated that the 21m window to window distance has been observed with the adjacent Chiltern House. Additionally, the balconies facing Chiltern House have been designed to prevent overlooking.
- Daylight/Sunlight. The daylight/sunlight report demonstrate there will be no negative impacts on the neighbouring properties.

Appearance



The proposed materiality includes dormer window extensions in light grey aluminium panel, aluminium glazed door and windows to match the existing windows with a metal staircase surround. It is considered that the dormer window should be a darker grey to be visually recessive. The other materials are accepted. I would recommend a Condition to provide a sample of the grey aluminium panel proposed for the dormer roof extensions.

#### PLANNING POLICY OFFICER:

##### Housing mix

Policy DMH 2 of the Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. The London Plan defines family housing as "A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms."

The application relates to 8 residential units, comprising of:

- 4 x 1-bedroom units; and
- 4 x 2-bedroom units.

The applicant argues that the proposal would improve the overall housing mix on the site, which mainly comprises of 1 bed units. In this regard it is considered that the overall housing mix would gain some improvement as a result of the 4 x 2-bedroom units proposed. In this regard it is noted that one of the units is a 1 bedroom, 1 person unit. Paragraph 4.10.4 of the London Plan sets out that "one-person and one-bed units are the least flexible unit type". As such it is considered that the introduction of this unit is not necessarily ideal, and a more flexible unit would have been preferred.

Policy H10 of the London Plan sets out that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme. However, paragraph A.6 of Policy H10 of the London Plan recognises that "the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity". It should be noted that the applicant argues that West Drayton has a PTAL rating between 3-6 on page 10 of the Planning Statement, however it should be noted that the application site has a PTAL rating of 3. Furthermore it is also noted that the application site is located in the town centre and the primary shopping area of Yiewsley and West Drayton.

As such overall, given the location within the town centre and primary shopping area it is considered that the housing mix is deemed to be broadly acceptable in this instance.

#### ACCESS OFFICER:

This proposal for 8 residential dwellings in the existing loft space has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards. Conclusion: no objections raised from an accessibility perspective.

#### WASTE STRATEGY OFFICER:

Calculation of waste provisions is based on 120 litres of waste per bedroom (60L general waste, 60L

recyclables). Based on the 36 existing apartments, plus 12 more, there should be a minimum of 5 x 1280L containers on site. Residents should have a 50/50 split of general waste and recycling containers available, plus an additional space for the installation of a communal food waste unit with a minimum size of 140L.

#### HIGHWAYS OFFICER:

Vehicle access for the existing units and those proposed is from St Stephen's Road. The development fronts onto Yiewsley High Street with a pedestrian crossing immediately outside. To the south of the site is St Mathew's C of E Primary School. Pedestrians and cyclists do have a separate entrance to enter the proposals car park, though this appears permanently locked with a padlock. The car park contains cycle parking and refuse bins. The proposal will see the reallocation of 6no. on-site spaces currently used by existing occupiers to the residents of the new dwellings and a further 2no. spaces reallocated to visitors. There would be 14no. on-site cycle parking bays. No electric vehicle charging points would be provided for the reallocated spaces. Parking on St Stephen's Road is controlled by a parking management scheme Y1 that restricts the parking to residents that are permit holders only between Monday to Saturday 09:00 and 18:00h, parking is further restricted with the addition of disabled parking bays near to the site. The proposal site has a PTAL rating of 3 indicating that its access to public transport is moderate when compared to London as a whole suggesting that there will be some reliance on the private car for trip-making. The proposal site has convenient access to shops, services, facilities and transport links, with West Drayton Station only being c. 4min bus ride, c 6min walk and c. 2min bike ride.

The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 1no. x one-bed (1 person), 3no. x one-bed (2 person) and 4no. x two-bed with a PTAL ranking of 3 the maximum number of car parking spaces permitted would be 6no., therefore the proposed 8no. spaces would not be in accordance with policy. However, the Highway Authority would require that the remaining 2no. parking spaces that are to be used for visitor parking be reallocated to the existing dwellings. In practice it is anticipated that these spaces would be used residents on a first come first served basis rather than friends and family visiting.

For a development of this type to comply with the London Plan 2021 14no. long-stay and 3no. short-stay cycle parking bays would need to be provided on-site. The Highway Authority finds the 14no. long stay inadequate provision for a development of this type. Therefore, this contradicts the published London Plan 2021 Policy T5 Cycle which requires developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'. This issue can be addressed with a planning condition as there appears scope for this number to be increased.

As mentioned above the development will not be providing any on-site electric vehicle charging points. As required by the Highway Authority the on-site parking for residents would be revised to 6no. on-site spaces, as the development will only need to support these spaces with 2no. active electric charging point, with passive provision for all remaining space comply with policy. This contradicts the published London Plan 2021 Policy T6.1 Residential Parking which requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. This issue can be addressed with a planning condition.

There are no highway objections to this proposal subject the following:

The applicant enters a 1990 Town and Country Planning Act s.106 legal agreement with the council that prohibits future residents of the new dwellings from applying for a permit to join any parking management scheme in the vicinity of the site of the new development.

Subject to the condition that the developer sends the Highway Authority plans showing 6no. allocated spaces to the new dwellings and 38no. allocated to the existing dwellings for approval. REASON to be in accordance with the published London Plan Policy T6.1 Residential Parking.

Subject to the condition that the applicant sends the Highway Authority evidence detailing that none of the 6no. spaces to be allocated to the proposed units are not already allocated to existing dwellings. REASON to be in accordance with the published London Plan 2021 Policy T2 Healthy Streets.

Subject to condition requiring the provision of 2no. active single socket electric vehicle charging point to serve 2no. on-site parking spaces, with passive provision for the rest. REASON to be compliant with published London Plan 2021 Policy T6.1 Residential Parking.

Subject to condition requiring the developer to send the Highway Authority plans showing accessible; sheltered and secure cycle parking for 17no. bicycles and refuge for approval. REASON to be in accordance with the published London Plan 2021 Policy T5.

#### AIR QUALITY OFFICER:

Whilst this is a minor planning application the air quality policy states that all development must be at least air quality neutral. This is particularly important in sensitive areas such as Air Quality Focus Areas as is the case with this development.

The GLA guidance requires a check on both the building emissions and the transport emissions to be able to conclude whether an application is air quality neutral or not. I have read the planning document and the transport statement and can confirm the following:

The energy source is confirmed as electric therefore there are no associated local building emissions;

The GLA Air Quality Neutral guidance states that, with minor applications, where new development includes new parking it can be assumed that the transport emissions benchmarks are met if the London Plan maximum parking standards are met. With this development the additional dwellings will be utilising the existing parking spaces at the site and the utilisation rate is 0.75 which meets the London Plan maximum. In this regards the development can be classified as air quality neutral.

From the above it can be concluded the development is policy compliant.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

#### PRINCIPLE OF DEVELOPMENT:

The NPPF has a requirement to encourage the utilisation of brownfield sites for future development. The site comprises an existing residential building within a town centre location. In this location there are no in principle objections to the provision of additional residential accommodation on this brownfield site, subject to the development being in compliance with the Local Plan and all other material planning considerations.

Importantly, the proposal includes the delivery of new housing in the Borough, with positive social and economic benefits, this is material and weighs in favour of the proposed development in the planning balance.

The proposed development would also intensify the use of a small site and increase density in an Outer London location, as promoted by London Plan policies in broad terms.

#### HOUSING MIX:

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

It is agreed with the Council's Planning Policy Officer (see section 6 of this report) that due to its town centre location and roof top siting, the proposed mixture of 4x 1 bedroom and 4x two bedroom properties is acceptable and in this instance, the provision of family sized accommodation is not considered to be necessary for the proposed development.

#### HOUSING SUPPLY

The Council is currently able to demonstrate a five-year supply of deliverable housing sites. As such, the 'tilted balance' as set out in paragraph 11(d) of the NPPF (2021) is not engaged.

### **7.02 Density of the proposed development**

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report where significant issues are raised indicating an overdevelopment of the site.

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

Not applicable to this application.

### **7.04 Airport safeguarding**

Not applicable to this application.

### **7.05 Impact on the green belt**

Not applicable to this application.

### **7.07 Impact on the character & appearance of the area**

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.

The proposed dormers would be located within the roof of a 3 storey building. Due to their roof top location they would have limited impact on the character and appearance of the area, when viewed from the street and other public vantage points. Furthermore, roof extensions and dormer like features are visible within the wider High Street, the proposal would therefore not be out of character.

The proposed dormers have been broken up so that they are no longer excessively wide and fit better within the existing pitched roof of the building. Each dormer would be set down from the ridge of the building and up from its eaves, forming proportionate and subordinate additions to its roofscape. The proposed balconies and privacy screens would be set back behind the eaves line, limiting their visual impact.

The proposed stairwell would be replacing an existing open stairwell structure, whilst larger and extending up to roof level, it would be significantly set back from the main road. This being the case the extension would have an acceptable impact on the character and appearance of the street and building.

Landscaping surrounding the building would remain as existing,

Overall and for the reasons mentioned above the proposed development would have an acceptable visual impact on the host building and surrounding area.

## **7.08 Impact on neighbours**

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

Due to their separation distance from neighbouring properties and location within the roof of the existing building, the proposed roof works would cause no loss of light or outlook to neighbouring properties. A daylight/sunlight assessment has been submitted in support of the application demonstrating this.

To the north of the site is Chiltern House. Several of the proposed dormers and balconies would face the block of flats and the habitable room windows of its occupiers at a distance of approximately 21m. Due to the separation distance the proposal would cause no loss of privacy or overlooking which would be harmful to the occupiers of the Chiltern House. Furthermore, windows exist on the lower floors of the existing building which provide views toward Chiltern House at a similar distance to that proposed.

To the south of the site are St Matthews Church and St Matthews Primary School. Several of the proposed dormers and balconies would face toward the sites at a distance of 7-15m. Privacy screens are proposed around the rear facing balconies to limit views that new residents would have toward the Church and School. The height and position of the proposed south facing flats is such that only limited views down into the playground would be available. Given that the church and school are already overlooked to a greater extent by existing flats on the lower storeys of Kirk House, it is not considered that there would be a material change in the sense of overlooking.

To the west of the site is 1 St Stephens Road. Several of the proposed dormers and balconies would

face toward the site at a distance of approximately 15m. Privacy screens are proposed around the balconies to ensure that the occupiers of 1 St Stephens Road are not subjected to harmful levels of overlooking or privacy loss.

To the east of the site is 112-116 High Street and Key House (No.106). At ground floor the buildings are in commercial/retail use. Their upper floors are in residential use (accessible off of Parkview). Several of the proposed dormers and balconies would face the mentioned sites at a distance of approximately 21-25m. Due to the separation distance the proposal would cause no loss of privacy or overlooking which would be harmful to the occupiers of the those sites. Furthermore, windows exist on the lower floors of the existing building which provide views toward those properties.

The site is located within a busy mixed use area. The existing block of flats comprises 36 individual units. The addition of 8 additional flats is not considered to cause any harmful increase in noise or disturbance above that which already exists at the site and the surrounding area, nor would it cause any harmful intensification in activity at the site when compared with its existing use.

Should the application be approved a condition requiring a construction management plan would be added to limit the impacts of the development on residents of the existing dwellings and those neighbouring.

Overall it is therefore considered that the proposed development would have an acceptable impact on neighbouring amenities.

#### **7.09 Living conditions for future occupiers**

##### **INTERNAL AMENITY:**

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1. The proposed accommodation schedule is as follows:

Flat 37 1bed, 2person, 55m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 38 2bed, 3person, 62.7m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 39 2bed, 3person, 68m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 40 1bed, 1person, 42m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 41 2bed, 3person, 68.2m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 42 1bed, 2person, 55.3m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 43 1bed, 2person, 55.3m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage  
Flat 44 2bed, 3person, 70.9m<sup>2</sup> of floorspace proposed with 2m<sup>2</sup> of storage

All flats meet or exceed the minimum standards set out in Table 5.1 in accordance with the requirements of Policy DHMB 16 of the Hillingdon Local Plan and Policy D6 of the London Plan 2021. Habitable rooms within each of the proposed flats would have adequate access to natural light and outlook. In this town centre location users of the flats would also have good access to shops and services.

It is recommended that a privacy screens be erected along the terrace side boundaries of flats 44 and

43 to ensure that there is privacy for occupiers of each of the new flats. The submitted plans as amended demonstrate that residents of the south facing flats would have a reasonable level of outlook from their rear balconies, additionally privacy screens have been reduced in height during the process of the application, further improving outlook from these flats.

This would be secured via condition should the application be approved.

Further to the above, the obscure glazed window on flat TF40 has been removed so its occupant has adequate outlook. A section plan of the flat has also been submitted showing that it would have adequate internal head space (712-P-301).

#### EXTERNAL AMENITY:

Policy DMHB 18 requires all new residential developments to provide good quality and usable private outdoor amenity space. A minimum of 20sqm should be provided for a 1 bed flat and 25sqm for a 2 bed flat.

Flat 37 - 1bed, 2person, 7.4sqm amenity space  
Flat 38 - 2bed, 3person, 11.2sqm amenity space  
Flat 39 - 2bed, 3person, 12sqm amenity space  
Flat 40 - 1bed, 1person, 2.6 sqm amenity space  
Flat 41 - 2bed, 3person, 25 sqm amenity space  
Flat 42 - 1bed, 2person, 21 sqm amenity space  
Flat 43 - 1bed, 2person, 21 sqm amenity space  
Flat 44 - 2bed, 3person, 25 sqm of amenity space

Each of the proposed flats would be provided with private balconies. Flats 41-44 would be provided with policy compliant external amenity space. Flats 37-40 would not. The development would therefore fail to provide a policy compliant amount of external amenity space for all future residents. However, given the constraints of the site and its town centre location, on balance it is not considered that the shortfall of amenity space would be sufficient to warrant refusal of the application. It should also be noted that the Yiewsley Recreation Ground and the Grand Union Canal are both within 150m walking distance of the site and so outdoor space would be available close at hand for future residents.

It was initially proposed to create an external amenity space for residents where the building fronts onto High Street, replacing a space currently taken up by landscaping. However, given the proximity to existing ground floor flats and the High Street itself, it was considered that this would be poor quality amenity space. As such the applicant has agreed to retain the existing landscaping.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

##### PARKING AND TRIP GENERATION:

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 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:  
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;  
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;  
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and  
iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

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.

#### **PARKING:**

44 parking spaces exist at the site for its existing 36x 1 bed flats. A surplus of 8 parking spaces therefore exists. Policy D6 of the London Plan (2021) advises that for a development of this type (1 x one-bed flat (1 person), 3x one-bed flat (2 person) and 4 x two-bed flat (3 person) in an area with a PTAL ranking of 3, the maximum number of car parking spaces permitted should be 6. The proposed development proposes to allocate 6 of the surplus 8 spaces which exist at the site for new residents. The remaining 2 would be for visitors and this is considered to be acceptable. A condition has been added requiring a parking allocation plan to ensure that new and existing residents have a parking space.

#### **ELECTRIC CHARGING POINTS:**

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. If planning permission were to be granted, EVCP provision could be secured by condition.

#### **BICYCLE PARKING:**

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. 17 cycle parking spaces are required for a development of this nature (14 long stay and 3 short stay). 15 spaces are shown on the proposed plans. If planning permission were to be granted and additional 2 cycle storage spaces could be secured by condition, so that 17 are supplied for the proposed development.

#### 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. 4x 1280 ltr communal bins exist at the site for existing residents. An additional Bin for new residents could be secured via condition, alongside recycling and food waste facilities.

#### ACCESS AND INTERNAL ARRANGEMENTS:

The proposed parking arrangement and access to the site would remain as existing.

#### CONSTRUCTION:

Had the application been recommended for approval a condition would have been added requiring a construction management/logistics plan to ensure that the impact of constructing the proposed development on traffic as well as pedestrians, neighbours and road user safety is minimised.

Overall, subject to the aforementioned conditions, it is 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 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

### **7.11 Urban design, access and security**

These issues are covered in other sections of the report.

### **7.12 Disabled access**

Policy D7 of the London Plan is not applicable to conversions/extensions and no objection has been raised by the Council's Access Officer.

### **7.13 Provision of affordable & special needs housing**

Not applicable to this application.

### **7.14 Trees, landscaping and Ecology**

Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

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

Sited within the roof of the building the proposed development would have no adverse impact upon any of the small trees located within or surrounding the site. Landscaping surrounding the site would remain as existing as such the development would have no adverse visual impact on the character and appearance of the area.

### **7.15 Sustainable waste management**

Discussed in other sections of this report.

### **7.16 Renewable energy / Sustainability**

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

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

In the event of an approval, a condition would be secured requiring the proposed development to achieve an energy efficiency standard of 10% CO<sub>2</sub> improvement over Building Regulations requirements Part L 2013 (TER Baseline).

Also, a condition would be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).

Subject to the above conditions, the proposal would be compliant with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

### **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. 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 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The application site is located in Flood Zone 1 where there is a low probability of risk of flooding from rivers or seas. As such, all forms of development including residential development (which is classified as a 'more vulnerable use') is acceptable in this location, in terms of fluvial flood risk.

In the event of an approvable scheme, a sustainable water management scheme would be secured by condition to ensure compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

### **7.18 Noise or Air Quality Issues**

#### **NOISE:**

Issues regarding the developments noise impacts have been discussed in section 7.8 of this report.

Should the application be approved a condition requiring a construction management plan would be recommended, in order to ensure construction noise and disturbance during the construction phase is minimised as far as practicable.

Necessary compliance with Approved Document Part E1 'Resistance to the passage of sound' of the Building Regulations 2010 would ensure that adequate noise insulation is installed between existing flats and new flats. The proposed flats would therefore cause no significant adverse noise impacts to flats below.

#### **AIR QUALITY:**

The energy source is confirmed as electric therefore there are no associated local building emissions. The GLA Air Quality Neutral guidance states that, with minor applications, where new development includes new parking it can be assumed that the transport emissions benchmarks are met if the London Plan maximum parking standards are met. With this development the additional dwellings will be utilising the existing parking spaces at the site and the utilisation rate is 0.75 which meets the London Plan maximum. In this regards the development can be classified as air quality neutral. The proposed development would therefore be acceptable in terms of its air quality impacts. The councils Air Quality Officer has raised no objection to the proposed development.

### **7.19 Comments on Public Consultations**

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

### **7.20 Planning obligations**

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

Should the application be recommended for approval a section 106 legal agreement is required to restrict future residents from applying for parking permits. The applicant has shown willingness to enter into the agreement and planning permission will not be granted until the agreement is in place.

### **7.21 Expediency of enforcement action**

Not applicable to this application.

### **7.22 Other Issues**

No other issues raised.

## **8. Observations of the Borough Solicitor**

### **General**

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

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

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

### **Planning Conditions**

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

### **Planning Obligations**

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

### **Equalities and Human Rights**

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

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

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

## 9. Observations of the Director of Finance

Not applicable.

## 10. CONCLUSION

Subject to conditions and a legal agreement restricting future residents from applying for parking permits, it is considered that the proposed development would cause no harm to the character and appearance of the area or building, nor would it cause harm to neighbouring amenities, the local highways network or the amenities of future residents.

Whilst the development would fail to provide an adequate amount of external amenity space for the future residents of four of the flats, it would still provide some private amenity space for those residents. Furthermore, the benefits of the scheme (which include the provision of 8 additional dwellings, stimulation of the local economy and the intensification of use of a previously developed site in a town centre location, for additional residential development which is supported by the Local Plan, NPPF and London Plan) are considered to outweigh the minor policy departure.

On balance the development is therefore considered to be acceptable and is recommended for approval.

## 11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The West London Waste Plan (2015)

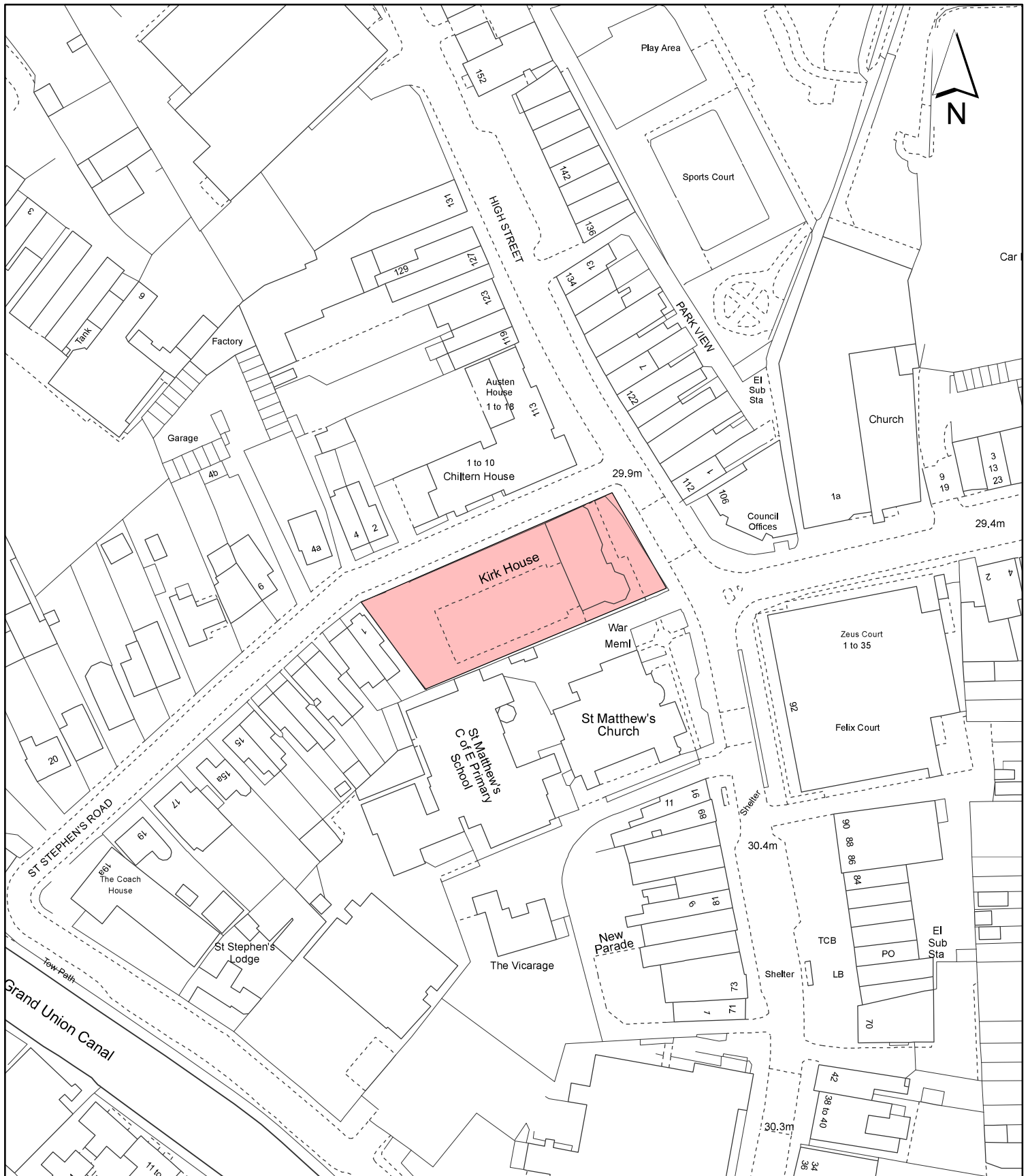
The London Plan (2021)

**Contact Officer:**

Haydon Richardson

**Telephone No:**

01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Kirk House,  
 97 High Street**

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

Planning Application Ref:  
**32928/APP/2023/753**

Scale:  
**1:1,250**

Planning Committee:  
**BoroughPage 73**

Date:  
**September 2023**



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# Agenda Item 8

## Report of the Head of Development Management and Building Control

**Address:** 4 ROFANT ROAD NORTHWOOD

**Development:** Demolition of existing outbuilding and demolition of part single storey addition to existing house. Construction of new single accessible dwelling.

**LBH Ref Nos:** 6923/APP/2023/545

**Drawing Nos:** 43220 0

S01

S02

S03

S10

S11

S12

S13

B03-A

B04-A

C01

C02

C03

C21

C22

C23

C24

C25

C26

C27

C28

C29

Design and access statement, AA+ Architects, 23 February 2023

Arboricultural Impact Assessment Method Statement & Tree Protection Plan,  
Trevor Heaps, Date: 17th February 2023 Ref: TH 3299 B

**Date Plans received:** 23-02-2023

**Date(s) of Amendments(s):**

**Date Application valid** 13-03-2023

## 1. SUMMARY

The application proposes the erection of a dwelling in the garden area of No.4 Rofant Road alongside and to the rear of the host dwelling. The development proposal would subdivide the existing curtilage to provide a separate plot for the new dwelling.

The proposed dwelling due to its size, scale, bulk, materials, siting and design, in this prominent position, would fail to harmonise with the local context, established street pattern and building lines and would result in the closing of an important gap characteristic to the area. The proposed dwelling is considered to represent an incongruous, visually dominant and cramped form of development that would be detrimental to the visual amenities of the street scene and the character and appearance of the area.

In addition, the site is located adjacent to a Tree Preservation Area to the south which is covered by Tree Preservation Order (TPO) 130. The application includes works to several healthy London Borough of Hillingdon trees on adopted highway and within the boundaries of the TPO area that contribute positively to the local landscape character of the area. Due to the proximity of the proposed new dwelling and these trees, this is likely to lead to an unsustainable relationship with pressure for their removal at a later date.

Due to the depth and massing of the proposed dwelling, the development proposal would impact on the residential amenity of No.4 by way of visual intrusion, loss of outlook and creating a sense of enclosure.

The proposed new dwelling would not be provided with adequate living accommodation and the private amenity spaces for both the proposed new dwelling and the host dwelling at No.4 would be substandard and impractical.

As the proposed dwelling is not provided with a clearly defined frontage, it would not be appropriately designed in accordance with 'secured by design' guidance to deter opportunities for crime.

The living accommodation would be set out over two floors, a ground floor and lower ground level. The application is not supported by a basement impact assessment and in the absence of this information, it has not been demonstrated that the development can be carried out without increasing flood risk or cause harm to the built and natural environment and local amenity.

For the above reasons, the application is therefore recommended for refusal.

## **2. RECOMMENDATION**

**REFUSAL for the following reasons:**

### **1. NON2 Character and appearance**

The proposed dwelling by reason of its size, scale, bulk, depth, width, site coverage, siting and design, in this prominent position, would fail to harmonise with the local context, established street pattern and building lines and would result in a cramped form of development that closes an important gap characteristic to the area. The proposed dwelling would be incongruous, visually dominant and detrimental to the visual amenities of the street scene and the character and appearance of the area. The proposed development is unacceptable in principle and conflicts with Policy BE1 of the

Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMH 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

## **2. NON2 Trees**

The proposed development would place undue development pressure on various healthy Council owned trees on adopted highway within a tree preservation area, that contribute positively to the local landscape character of the area. Inadequate provision is made to safeguard these existing trees within the site and the adjacent tree preservation area that would be affected. The development proposal therefore conflicts with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies G1 and G7 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

## **3. NON2 Residential amenity**

The proposed new dwelling, by virtue of its proximity, scale, and depth, would be harmful on the residential amenity of the occupiers of No.4 Rofant Road, in terms of overdominance, loss of outlook and creating an undue sense of enclosure. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHD 1 of the Hillingdon Local plan - Part Two (2020), Policy D3 of the London Plan (2021) and Paragraph 130f) of the National Planning Policy Framework (2021).

## **4. NON2 Private amenity space**

Both the host dwelling at No.4 Rofant Road and the proposed new dwelling would be provided with insufficient and impractical private garden areas that would result in poor quality private amenity space, and substandard living conditions for residents at both properties. The development proposal therefore conflicts with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) which places emphasis on good quality and useable amenity spaces.

## **5. NON2 Living conditions**

The proposed new dwelling would not be provided with adequate living conditions for future occupiers due to its substandard floor to ceiling heights, poor outlook and substandard provision of sunlight and daylight. The development proposal therefore conflicts with the housing standards of Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), and Chapter 12 of the National Planning Policy Framework (2021).

## **6. NON2 Secured by design**

The new dwelling does not have a defined frontage that faces towards the street, the design and layout of the proposed dwelling is not considered appropriate to deter opportunities for crime. The development proposal therefore conflicts with Policy D11 of the London Plan (2021) and Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2021).

## **7. NONSC Basement impact assessment**

In the absence of a basement impact assessment, it has not been satisfactorily demonstrated that the development proposal would not cause harm to the built and natural environment, and local

amenity and does not result in flooding. The development proposal therefore conflicts with Policies DMHD 3, DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020).

## INFORMATIVES

### 1. I52 **Compulsory Informative (1)**

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

### 2. I74 **Community Infrastructure Levy (CIL) (Refusing Consent)**

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

### 3. I71 **LBH worked applicant in a positive & proactive (Refusing)**

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

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.

### 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.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement

DMEI 9	Management of Flood Risk
DMH 6	Garden and Backland Development
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 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
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
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is located on the west side of Rofant Road, next to its junction with Ashbourne Square. It is occupied by a semi-detached, two storey dwelling with a hipped roof and a large, detached garage to the south of the site. The dwelling is constructed in brick and pebbledash render with a tiled roof. The area is characterised by a variety of dwelling types including detached, semi-detached and terraced development.

The site is located in Flood Zone 1 and according to the Council's GIS records is at risk of surface water flooding. The site has a Public Transport Accessibility Level (PTAL) of 2 and is adjacent to TPO 130 which protects a large number of different species of trees. The rear of the site is adjacent to railway tracks.

### 3.2 Proposed Scheme

The application seeks planning permission to construct a new accessible dwelling. To facilitate the development it is also proposed to demolish the existing outbuilding and the part single storey addition to the existing house.

### 3.3 Relevant Planning History

6923/APP/2021/1436	4 Rofant Road Northwood
Single storey rear extension (Application for a Certificate of Lawful Development for a Proposed Development)	
<b>Decision:</b> 28-05-2021	Approved
6923/APP/2021/1912	4 Rofant Road Northwood
Part two storey, part single storey rear extension	
<b>Decision:</b> 06-10-2021	Approved
6923/APP/2022/1490	4 Rofant Road Northwood
Erection of a new single dwelling house with associated landscaping	
<b>Decision:</b> 17-09-2022	Refused <b>Appeal:</b> 01-06-2023 Dismissed
6923/B/93/0490	4 Rofant Road Northwood
Erection of detached garage/store (retrospective application)	
<b>Decision:</b> 13-05-1993	Approved

#### Comment on Relevant Planning History

6923/APP/2022/1490 Erection of a new single dwelling house with associated landscaping was

refused for the following reasons:

1. The proposed dwelling by reason of its size, scale, bulk, height, depth, width, materials, siting and design, in this prominent position, would fail to harmonise with the local context, established street pattern and building lines and would result in the closing of an important gap characteristic to the area. The proposed dwelling would be incongruous, visually dominant and detrimental to the visual amenities of the street scene and the character and appearance of the area. The proposed development is unacceptable in principle and conflicts with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMH 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

2. The proposed development would result in the loss of two healthy Council owned trees on adopted highway within a tree preservation area that contribute positively to the local landscape character of the area. In addition inadequate provision is made to safeguard the existing trees within the site and adjacent tree preservation area that would be affected. The development proposal therefore conflicts with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies G1 and G7 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

The above refusal of planning permission under ref: 6923/APP/2022/1490 was appealed and dismissed by the Planning Inspectorate on 1st June 2023. The Inspector agreed with both the Local Planning Authority's conclusions that there would be harm to the character and appearance of the street scene, and harm to the character and appearance of the area due to the impact on tree cover.

#### **4. Planning Policies and Standards**

Development Plan:

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

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

Material Considerations:

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

#### **Local Plan Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

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 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMH 6 Garden and Backland Development

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

DMEI 2 Reducing Carbon Emissions

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMEI 10 Water Management, Efficiency and Quality

DMCI 7 Planning Obligations and Community Infrastructure Levy

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

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP D11 (2021) Safety, security and resilience to emergency

LPP G1 (2021) Green infrastructure



LPP G6 (2021) Biodiversity and access to nature  
LPP G7 (2021) Trees and woodlands  
LPP H1 (2021) Increasing housing supply  
LPP SI12 (2021) Flood risk management  
LPP SI13 (2021) Sustainable drainage  
LPP T5 (2021) Cycling  
LPP T6 (2021) Car parking  
LPP T6.1 (2021) Residential parking  
LPP D13 (2021) Agent of change  
LPP D14 (2021) Noise  
LPP GG4 (2021) Delivering the homes Londoners needs  
NPPF2 NPPF 2021 - Achieving sustainable development  
NPPF4 NPPF 2021 - Decision-Making  
NPPF5 NPPF 2021 - Delivering a sufficient supply of homes  
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

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date: Not Applicable

**5.2** Site Notice Expiry Date: Not applicable

## **6. Consultations**

### **External Consultees**

8 neighbours and Northwood Residents Association were consulted by letter dated 20-03-23. A site notice was also posted outside the site on 23-03-2023.

NEIGHBOURING RESIDENTS' RESPONSE:

Objections were received from 7 neighbouring residents. The concerns raised are summarised as follows:

- Impact on highway safety: parking, access and traffic
- Impact on trees: insufficient information, trees not plotted correctly on plans, inadequate landscaping
- Impact on character and appearance of the area: not in keeping with surrounding properties, scale, impact on street scene
- Impact on neighbour amenity: loss of privacy, overlooking, loss of light, change of view
- Backland development, loss of garden amenity, overdevelopment
- Impact on wildlife and ecology
- Long term use of new dwelling
- Flooding and drainage
- Private rights of way
- Contrary to policy
- Proximity to railway, impact on embankment

#### PLANNING OFFICER COMMENTS:

The material considerations relating to the following matters are discussed in the relevant sections of this report as follows:

- i. Impacts on neighbouring residential amenity (Section 7.08 of this report).
- ii. Impact on character and appearance of the area (Section 7.07 of this report).
- iii. Highway impacts (Section 7.10 of this report). Private rights of way are civil matters not material planning considerations.
- iv. Cycle parking (Section 7.10 of this report) and refuse storage (Section 7.15 of this report).
- v. Impacts on trees and ecology (Section 7.14 of this report) and landscaping design (Section 7.07 of this report).
- vii. Network Rail and TFL Infrastructure Protection have been consulted (comments are copied below for reference).

#### NORTHWOOD RESIDENTS ASSOCIATION:

The proposed dwelling in this prominent position would fail to harmonise with the local context, established street pattern and building lines. The proposed dwelling would be detrimental to the visual amenities of the street scene and the character and appearance of the area. This is a form of backland development which is not supported in the Local Plan as there are no exceptional planning grounds.

#### PLANNING OFFICER COMMENTS:

The comments made by the Residents Association are duly noted. The principle of the development is discussed in Section 7.01 of the report. The Impact on the character & appearance of the area is discussed in Section 7.07 of the report.

#### PETITION

A petition has also been received in objection to the proposal with 24 signatories. The reasons for objecting to the application are summarised as follows:

- Contrary to Policy DMH 6 which has a presumption against building on garden land
- The proposal would be significantly out of character with other houses in the area
- Extends beyond the line of the existing properties

- Over dominate No.4 Rofant Road
- Alter the amenity of the access road to Ashbourne Square by creating a new property frontage
- Parking nuisance in a narrow dedicated access road
- Establish a precedent for garden development contrary to policy.
- The application should be refused.

#### PLANNING OFFICER COMMENTS:

These matters are addressed within the relevant sections of the report as detailed above.

#### NETWORK RAIL

Confirmed they have no comments to make on the application.

#### LONDON UNDERGROUND INFRASTRUCTURE PROTECTION

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. Therefore, it will need to be demonstrated to the satisfaction of TfL Infrastructure Protection engineers that:

- Our right of support is not compromised.
- The development will not have any detrimental effect on our structures either in the short or long term.
- The design must be such that the loading imposed on our structures is not increased or removed.
- We offer no right of support to the development or land.

Therefore, we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with TfL Infrastructure Protection) have been submitted to and approved in writing by the local planning authority:

1. Method statement involving the demolition of the outbuilding.
2. Details of heavy plant.
3. Details of skip location.
4. Access and egress for delivery of materials.
5. Details of foundations.
6. Provide details on the use of tall plant/scaffolding
7. Accommodate ground movement arising from the construction thereof.
8. Mitigate the effects of noise and vibration on the development arising from adjoining operations within the railway structures.
9. No claims to be made against TfL or London Underground by the tenants, occupants, or lessees of the development for any noise or vibration resulting from London Underground running, operating, and maintaining the adjacent railway.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

#### REASON

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, London Plan policy T3 and Land for Industry and Transport Supplementary Planning Guidance 2012.

#### PLANNING OFFICER COMMENTS:

Had it been minded to recommend approval, this condition would have been included in the recommendation.

#### Internal Consultees

#### ACCESS OFFICER:

This proposal for a new single storey dwelling does not raise any accessibility concerns, however, any approval should be subject to the following conditions:

Prior to any works on site 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. Such provision shall 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).

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

#### REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan.

#### HIGHWAYS: (SUMMARISED)

The site is located within a residential catchment in Northwood. The proposal is for the division of a corner plot (located on the junction of Rofant Road & Ashbourne Square) to facilitate a new 2-bedroom part - subterranean residential build positioned adjacent to the existing corner 3/4-bedroom semi-detached property.

The new-build would require the provision of a single new separate carriageway crossing (cc) on the Ashbourne Square frontage in order to serve 1 on-plot space whilst the established cc serving No.4 would be retained for the existing dwelling (but with modification) to facilitate 2 on-plot spaces on that frontage.

The area is extensively covered by parking controls including a controlled parking zone (CPZ) operating from 1pm to 2pm - Monday to Friday, together with double yellow lines wrapping around Rofant Road and its junction with Ashbourne Square. Some neighbouring properties exhibit a degree of on-plot parking provisions which lessen on-street parking demand. The site exhibits a Public Transport Accessibility Level (PTAL) of 1b which is considered as 'very poor' and as such heightens dependency on the ownership and

use of private motor transport to and from the address. A comparable application (6923/APP/2022/1490) was refused last year but not on transport/highway related grounds.

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 (2020) Policies DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

TREES MANAGER:

I am glad they are no longer proposing to remove any LBH trees. I do however have concerns that the majority of the windows, especially the living room windows, are facing towards T6 to T10 as T7 to T10 are all Leyland Cypress. This is likely to lead to an unsustainable relationship with pressure for their removal at a later date.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is located in the developed area of the borough where new development is acceptable in principle subject to compliance with relevant development plan policies. The application form erroneously states the proposal is not on garden land.

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

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

As discussed in Section 7.07 'Impact on the character & appearance of the area', Section 7.08 'Impact on neighbours' and Section 7.14 'Trees, landscaping and ecology' of this report, the proposal would be detrimental to the local character, residential amenity (including amenity space) and would put development pressure on the removal of trees, which contribute to biodiversity.

As such, the principle of development does not accord with the detailed criteria of Policy DMH 6 (as quoted above). These issues are discussed in the relevant sections of the report. Consequently, the proposed dwelling is not considered to comply with the requirements of Policy DMH 6 and therefore is unacceptable in principle.

### **7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

### **7.04 Airport safeguarding**

Not applicable to this application.

### **7.05 Impact on the green belt**

Not applicable to this application.

### **7.07 Impact on the character & appearance of the area**

Chapter 12 of the National Planning Policy Framework (2021) seeks the creation of high quality, beautiful and sustainable buildings and places through good design. This section of the NPPF states that planning decisions should ensure that developments are, inter alia, visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and are sympathetic to local character. Furthermore paragraph 134 states that development that is not well designed should be refused.

Policy D3 of the London Plan (2021) requires 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.

Policy GG4 of the London Plan (March 2021) seeks to ensure that more homes are delivered. Policy H1 of The London Plan (2021) promotes the optimisation of the potential for housing delivery on all suitable and available brownfield sites.

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
  - scale of development, considering the height, mass and bulk of adjacent structures;
  - building plot sizes and widths, plot coverage and established street patterns;
  - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The current application is a resubmission to planning application (6923/APP/2022/1490, refused on 17th September 2022) for a detached dwelling at the site which was refused by the Borough planning committee and recently dismissed at appeal. The dismissed scheme had a more traditional

appearance than the current scheme. However in line with officer's recommendation and the committee level decision, the Inspector agreed that the scheme would be highly visible, prominent within the street scene due to its poor integration and detrimental to the character and appearance of the street scene.

The current proposal would require removal of the existing detached garage and a single storey side extension on the south elevation. The existing residential curtilage would be subdivided and an irregular shaped plot with a site area of 263sq.metres is proposed for the new dwelling. The host dwelling would retain a smaller site area of 214sq.m in an irregular shaped curtilage.

The design and appearance of the proposed detached curved shaped dwelling is significantly different to the local context which is characterised by traditionally designed dwellings. The proposed building features an unusual curved shape and would be sited in a backland position within the rear garden area of No.4, approximately 2.5m to the southwest of the approved rear extension of the host dwelling. The building would be set back approximately 12m behind the host dwelling's principal elevation and with a 1m side gap to the proposed shared boundary with the host dwelling. It would be approximately 6.7m wide and the curved wall measuring 15.8m.

The proposed dwelling would be constructed with a basement level and a ground floor, thereby providing living accommodation over two floors. When measured from the garden level, the building height would be 4.5metres with the ridge of the building approximately 40cm lower the eaves of the host dwelling.

The proposed exterior materials consist of natural render, natural slate roof tiles, single ply flat roof, aluminum powder coated windows and steel powder coated entrance door. The choice of materials would be considered uncharacteristic of the materials found on properties within the immediate street scene, which is for the most part characterised by facing brick. In addition, the disproportionately large windows further exacerbate the detrimental visual impact of the development proposal.

The dwelling would be positioned in close proximity to the site boundary in places and would appear cramped in its plot, visually prominent and reducing and harming the open character of this corner location. The visual prominence of the dwelling and the reduced openness of the site would be further exacerbated by the creation of a new vehicular crossover.

The existing side boundary treatment comprises of dense hedging and trees that contribute to a verdant character along this section of Ashbourne Square. The proposal would also impact on trees which is discussed further in Section 7.14 'Trees, landscaping and Ecology' of this report.

The proposed dwelling would not benefit from a defined frontage as it would be accessed by doors in the side elevations. Whilst the design concept of this resubmission scheme is certainly novel, it is not considered to represent an improvement to the previous/dismissed scheme and does not address the previous reasons for refusal, which remain valid.

The proposed dwelling would remove the sense of spaciousness currently provided. The development proposal would relate poorly to the street scene, not only in terms of its incompatible design and unsympathetic materials, but also by virtue of its siting and juxtaposition which does not harmonise with the local context or respect the building uniformity and established building line.

The proposed dwelling would be an incongruous addition in the street scene and would result in the

closing of an important gap characteristic to the area and result in harm to the character, appearance and visual amenities of the surrounding area. As such the proposed development conflicts with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMH 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

### **7.08 Impact on neighbours**

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

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

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

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

### **IMPACT ON RESIDENCES ON ASHBOURNE SQUARE**

It is noted there are windows in the south side curved elevation of the proposed dwelling facing Ashbourne Square. However as the windows would be at ground floor level and facing towards the boundary treatment, there would not be any overlooking of houses located on Ashbourne Square.

The nearest residence on Ashbourne Square would be No.1 Ashbourne Square whereby the rear elevation of this dwelling would be located approximately 25 metres away. The rear elevation of No. 2 Ashbourne Square would be sited approximately 28 metres away at an even more oblique angle. Further south, the proposed dwelling would be at a distance of over 55 metres from No.12 Ashbourne Square.

Due to the separation distances to these properties it is considered there would not be any



unacceptable loss of outlook or loss of privacy to adjacent dwellings to the south-east of the site on Ashbourne Square.

In terms of potential loss of privacy to the garden of Nos. 1 and 2 Ashbourne Square, it is noted that the proposed dwelling would have two windows at elevated ground floor level oriented in the direction of these gardens. One of these would serve a WC, which could be obscure-glazed in the event of an approval to mitigate any overlooking.

The other window would serve the open plan kitchen, living and dining area. The floor level of the dwelling would be elevated approximately 0.8m above ground, which means that the average eye level (approximately 1.75m) would be at approximately 2.5m above ground. This means that there would be some views afforded from the proposed open plan living area window, over the boundary treatment. However, given dense tree screening on the rear and side boundaries of these Ashbourne Square properties, as well as the application site itself, combined with a separation distance of at least 15m (from the window to the neighbouring boundary), there would not be any undue overlooking from the proposed dwelling.

In terms of outlook from the gardens on Ashbourne Square, given the separation distance and the existing retained vegetation adjacent to the site and within neighbouring gardens, good outlook would be retained from these neighbouring properties.

For the reasons above, the development proposal would not result in any undue impact on the neighbouring amenity of the dwellings in Ashbourne Square in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

#### IMPACT ON NO. 2B ROFANT ROAD

Similar to the proposed south-east facing windows described in relation to the properties on Ashbourne Square, there would be an elevated window facing the end of the rear garden of No. 2B Rofant Road, where tree screening is not so prevalent. This would serve a circulation space upon exiting the lift. This could be obscure-glazed in the event of an approval without adversely affecting the quality of accommodation. Therefore, this would not result in undue overlooking onto the private rear garden of 2B Rofant Road.

In respect to the proposed window serving the kitchen/living/dining area (described above in relation to Nos. 1 and 2 Ashbourne Square) this would principally direct views at an oblique angle away from the rear garden of No. 2B Rofant Road. It would also be at separation distance of approximately 15m from the boundary of No. 2B Rofant Road, at its closest point. The retained trees on site would also provide screening. For these reasons it is considered that the proposal would not result in undue loss of privacy to the rear garden of No. 2B Rofant Road.

In terms of outlook from the garden of No. 2B Rofant Road the proposed dwelling would be located across the road and the layout would be splayed away from this neighbouring property with lower ground levels. Given this separation distance, site layout and ground levels, good outlook would be retained from this neighbouring property.

For these reasons the development proposal would not result in any undue impact on neighbouring amenity of this adjacent dwelling, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

## IMPACT ON NO. 4 ROFANT ROAD

There are no windows in the north elevation of the proposed dwelling that would face the existing dwelling at No. 4 which avoids overlooking.

Whilst the on-site car parking space would be in proximity to the proposed new shared boundary with the host dwelling, the adjacent ground floor area is a hallway/stairwell and bathroom, and as these are non-habitable rooms. It is therefore considered unlikely that the occupiers of the host dwelling at No. 4 Rofant Road would experience unacceptable noise, disturbance, loss of privacy and overlooking issues in relation to the proposed parking arrangement.

The submitted plans indicate that the closest section of the proposed dwelling would project approximately 9 metres beyond the existing single storey extension at the host dwelling No. 4 Rofant Road. The proposed new dwelling extends a further 4.3metres beyond that with an additional element that is set further away from the boundary with No.4 at a distance of 4.5metres.

The proposed dwelling would extend beyond the rear building line of No.4 by some distance and would be built in proximity to the shared boundary. Despite the closest section being partly sunken, taken as a whole, due to its proximity, depth and scale, the proposed dwelling would be an imposing and dominating feature when viewed from the rear windows and garden area of No.4. As such, it would cause a materially harmful sense of enclosure for the neighbouring occupiers at No. 4 by virtue of loss of outlook, visual intrusion and a sense of enclosure.

For these reasons, the development proposal would impact on the neighbouring amenity of the host dwelling at No.4 in conflict with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

## OTHER AFFECTED NEIGHBOURS

Given the separation distances there are no other neighbouring residences that are considered potentially affected.

### **7.09 Living conditions for future occupiers**

#### INTERNAL LIVING ACCOMMODATION

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: All housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms. To achieve this all residential development or conversions should: meet or exceed the most up to date internal space standards, as set out in Table 5.1 of the Local Plan - Part 2 (2020). Table 3.1 requires a minimum gross internal floor area of 70 square metres for a two storey 2bed/3-person dwelling.

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

The Gross Internal Area (GIA) of the proposed dwelling is noted to comprise 50sq.m on the upper

ground floor and 58sq.m on the lower ground floor. The total GIA of 108sq.m for the new dwelling would exceed the requirement of the London Plan and Local Plan for a 1no double and 1no single bedroom dwelling.

However, importantly, part of the assessment of acceptable GIA and the quality of internal private space is the head height. The floor to ceiling height of the building measures 2.15m on the upper ground floor and 2.25m on the lower ground floor. The floor to ceiling heights of both floors would therefore be substandard, and the proposal is therefore contrary to planning policy.

The bedrooms would be located in the lower ground floor which is sunken into the garden. The bedrooms do not have any windows and are only served by a pair of doors that face towards steps that lead up to the garden, limiting outlook and the provision of sunlight and daylight. Similarly, the lower ground floor living accommodation would be served only by high level windows which would provide limited outlook and compromised sunlight and daylight.

For the above reasons, the proposed accommodation would not provide adequate living conditions for future occupiers in conflict with the housing standards of Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Chapter 12 of the National Planning Policy Framework (2021).

#### PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3 of the Local Plan - Part 2 (2020). In accordance with Table 5.3, 60square metres of private outdoor amenity space is required for a 2-3 bedroom dwelling; and 100sq.metres is required for a 4+ bedroom dwelling.

Whilst not built-out, the submitted proposed drawings show the existing dwelling at No. 4 Rofant Road with extensions approved under planning permission ref. 6923/APP/2021/1912 (dated 6th October 2021). This results in a 4-bedroom dwelling at No. 4 Rofant Road, and the proposed semi-subterranean 2-bedroom dwelling.

The submitted Design and Access Statement states that the garden area would amount to approximately 87sq.m of private amenity space. On face value this would appear to exceed the policy requirement in quantitative terms. However this calculation appears to be based on strips of leftover land around the building, and does not take into account qualitative concerns.

When measuring the parcel of land (annotated 'garden' on the site plan) between the southern-eastern elevation of the building, the boundary treatment with Ashbourne Square and the vehicular access, this would amount to approximately 56sqm. When combined with the two proposed courtyards this would amount to approximately 66sqm. However, this would not be genuinely usable amenity space, and given the presence of mature trees whose canopies cover almost the entirety of this area, the garden is likely to be overshadowed. Consequently the private amenity space provision for the proposed dwelling would be substandard.

The host dwelling would retain approximately 67sq.m of private amenity space. As noted above, the proposed dwelling with the extensions implemented (as shown on submitted documents) would be a 4-bedroom dwelling that requires 100sqm of private garden space. Consequently the construction of

an additional dwelling on the garden of the existing dwelling would reduce the garden area below requirements. Therefore, insufficient amenity space would be retained which is considered to be inadequate for the host dwelling.

For the above reasons, both dwellings would be provided with insufficient and impractical private garden areas, contrary to the aims of Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) which places emphasis on good quality and useable amenity spaces.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

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

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

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 (2020) Policies DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

#### **VEHICULAR ACCESS PROVISION:**

A single new vehicular crossover would be required on the Ashbourne Square street frontage to access the on-site parking space proposed for the new dwelling. The Council's Highways Officer has advised that the width of the proposed crossover at the back of the footway and at the edge of the kerb appear to be compliant with the Council's 'Domestic Vehicle Footway Crossover' (DVFC) 2022. In the event of an approval the finalised dimensions and construction specifications aligned to the appropriate council standard would be formalised post-permission and executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

This would also apply to any necessary alterations to the existing dropped kerb for No.4 on Rofant Road which would be relocated and modified in the event of an approval. The modification of the existing crossover would also necessitate the removal and relocation of an established street-light column. In the event of an approval, all associated costs would need to be borne by the applicant/developer and executed under S184 of the Highways Act 1980, post-permission.

In safety terms there should be conformity to the relevant mutual inter-visibility and sight-line requirements between vehicles leaving the site and extraneous vehicles/pedestrians on the neighbouring roadways. The Council's Highways Officer therefore recommends that the height of any walling/shrubbery either side of the crossovers should not exceed 0.6m in height to achieve the aim of satisfactory visibility. The DVFC guidance advises that these visibility splays should extend a length of 2.4m either side of the crossover. It is therefore acknowledged that this would be achievable in terms of highway safety, however this may have impacts on the Ashbourne Square frontage in

terms of trees and whether they would cause obstructions. Further comments have been sought from the Council's Highways and Trees Officers and will be reported in the Addendum Report, prior to the Committee Meeting.

#### **PARKING PROVISION:**

Policy T6 of the London Plan (2021) requires a maximum of 0.75 spaces per dwelling, for a 1-2 bedroom dwelling in an area with a PTAL of 2. It is proposed to provide 1 car parking space, which is on balance considered acceptable. This level of provision would not result in a deleterious impact on the highway or on-street parking congestion.

#### **ELECTRIC VEHICLE CHARGING POINTS (EVCP):**

In line with the London Plan (2021), there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, the new single space should be designated as 'active' in order to future proof for anticipated demand. In the event of an approval the securing of an active charging space would be secured by condition.

#### **CYCLE PARKING:**

In terms of cycle parking there should be provision of 1 secure and accessible space for the new residential unit to conform to the adopted borough cycle parking standard. Two spaces are proposed located conveniently adjacent to the proposed parking space. This is acceptable, and compliant with policy.

#### **CONSTRUCTION MANAGEMENT PLAN (CMP):**

In the event of an approval a condition to secure a Construction Management Plan would be included. Given the constraints and sensitivities of the local road network, this is required to avoid/minimise potential detriment to the public realm.

### **7.11 Urban design, access and security**

#### **DESIGNING OUT CRIME**

Policy D11 of the London Plan (2021) states that development should include measures to design out crime in proportion to the risk.

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

Due to the significant set back and enclosures, the proposed dwelling would be located in a position within Rofant Road and Ashbourne Square that would not enable the dwelling to be passively surveilled by other residents and mutually the residents of the proposed dwelling would not be able to passively surveil the street.

Access to the new dwelling would be via Ashbourne Square which would be gated, deterring unauthorised entry. However as the new dwelling does not have a defined frontage that faces towards the street, the design and layout of the proposed dwelling is not considered appropriate to deter opportunities for crime in conflict with Policy D11 of the London Plan (2021) and Policy DMHB

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

### **7.12 Disabled access**

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwelling meeting Category M4(2) 'accessible and adaptable dwellings'.

In the event of an approval, the conditions recommended by the Council's Access Officer (see Section 6 of this report) would be included in the decision. These two conditions require details of step free access via the principal private entrance to the dwelling; and a requirement that the new dwelling be certified as compliant with the technical specifications for an M4(2) dwelling. Subject to compliance with these conditions (should this application be approved) the proposal is considered compliant with Policies D5 and D7 of the London Plan (2021).

### **7.13 Provision of affordable & special needs housing**

Not applicable to this application.

### **7.14 Trees, landscaping and Ecology**

#### **IMPACT ON TREES**

Paragraph 131 of the National Planning Policy Framework (2021) in Chapter 12 states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

Policy G1 of the London Plan (2021) states - London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. The green infrastructure approach recognises that the network of green and blue spaces, street trees, green roofs and other major assets such as natural or semi-natural drainage features must be planned, designed and managed in an integrated way.

Policy G7 of the London Plan (2021) states that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments - particularly large canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that - A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. In addition the policy states that - D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree

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

A tree survey has been submitted in support of the application. It is noted that the street trees (T4, T5) that were previously proposed to be removed are now being retained. However it is also noted that there are works proposed to other street trees (T6, T7, T9 proposed crown lifting) that are not in the applicants ownership. The proposal would therefore affect street trees and the relevant authority have not been served notice on. There is also no relevant record of an approval for the proposed tree works which is required as these trees are subject to a Tree Preservation Order (TPO). It is unlikely that the Council would approve such works given that the trees in question are B2 category trees that are in healthy condition and protected by Tree Preservation Area Order TPO 130.

As mentioned by LBH Trees Manager, it is noted that the majority of the windows, especially the living room window, are facing towards T6 to T10. As T7 to T10 are all Leyland Cypress this is likely to lead to an unsustainable relationship with pressure for their removal at a later date.

In dismissing the previous appeal, the Inspector apportioned substantial weight to street trees and the verdant character and the visual amenity value they provide. In respect to the safeguarding of these trees the Inspector noted the following: "13. I note the Council refers to other trees that would not be safeguarded as a result of the proposal. However, even if I were to agree with the Council's findings on the matter, I have not found in favour of the proposal in relation to the loss of street trees which I apportion substantial weight". Therefore, whilst the Inspector withheld judgment on this matter, it is considered that the lack consideration of post-development pressures, would harm trees within the TPO area, which in turn harm the landscape character of the area. On this basis, it is considered that the previous reason for refusal is in part, still relevant.

The development would not safeguard the existing street trees adjoining the site that are located within a TPO Area thus failing to demonstrate the long-term retention of these trees. The development proposal is contrary to Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies G1 and G7 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

## ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

It is noted that the application site is not located within or adjacent to a nature reserve or a protected nature conservation site. Nevertheless, in the event of an approval, a condition would be secured requiring an ecological enhancement plan to be submitted to the Council for consideration. Subject to this condition, the proposal is considered to accord with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy G6 of the London Plan (2021) and the NPPF (2021).

### 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.

Refuse collection for the existing dwelling would continue from Rofant Road with collection from the new unit via Ashbourne Square. In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste bin storage is positioned at a collection point within this set distance in order to conform to good practice. As a bin store is positioned on the new property with ready access to the street, this parameter is met. In the event of an approval, a planning condition would be included.

## **7.16 Renewable energy / Sustainability**

### **RENEWABLE ENERGY**

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

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

In the event of an approval, a condition would be secured requiring a sustainability energy statement is submitted to demonstrate that the proposal would achieve at least a 10% improvement beyond Building Regulations 2013. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

## **7.17 Flooding or Drainage Issues**

### **FLOODING AND DRAINAGE**

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (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 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

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



The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as Use Class C3 (dwellinghouses), in this location, in terms of fluvial and tidal flood risk.

It is noted that part of the site is shown to be at risk of surface water flooding, primarily the area south of the host dwelling in proximity to the proposed parking area. A drainage statement has not been submitted by the applicants to demonstrate how surface water and groundwater runoff would be managed. In the event of an approval, a condition would be secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be submitted to the Council for consideration. Also, the landscaping condition would have been worded in such a manner to ensure that permeable hard surfacing is used for the front forecourt and parking area.

Subject to such conditions, it is considered that the proposed development would not increase the risk of flooding on the site or elsewhere in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

#### **BASEMENT IMPACT:**

Policy DMHD 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: When determining proposals for basement and other underground development, the Council requires a basement impact assessment of the scheme's impact on drainage, flooding, groundwater conditions, where appropriate. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding. We will require developers to demonstrate by methodologies appropriate to the site that their proposals:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon the water environment in the local area;

A site investigation must be undertaken to inform the proposal, and where groundwater is found suitable mitigation provided. If a basement is proposed to extend to the edge of the site boundary, therefore not allowing appropriate mitigation should that be required. Allowance should be left on all sides so that groundwater flows do not impact on the surrounding area.

In the absence of a basement impact assessment, it has not been satisfactorily demonstrated that the development proposal would not cause harm to the built and natural environment and local amenity and does not result in flooding. It therefore conflicts with Policies DMHD 3, DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020).

### **7.18 Noise or Air Quality Issues**

Policy D13 of the London Plan (2021) concerns the Agent of Change principle. The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.

Policy D14 of the London Plan (2021) concerns measures for residential and other nonaviation development to reduce, manage and mitigate noise to improve health and quality of life.

Railway tracks are located at the rear of the application site. This is an existing major noise source. However, residential development in this location is not a new sensitive use. The proposed dwelling would be located in a residential location amongst other dwellings. Therefore the siting of the dwelling is acceptable, both in terms of not compromising the railway use (the Agent of Change principle) and providing an appropriate acoustic environment for prospective residents. In the event of an approval, consideration may be given to ensuring enhanced sound insulation of the dwelling to mitigate potential noise nuisance from railway sources.

#### **7.19 Comments on Public Consultations**

Please refer to Section 6 of this report.

#### **7.20 Planning obligations**

##### **COMMUNITY INFRASTRUCTURE LEVY (CIL)**

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

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL (MCIL) charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of a new dwelling and is therefore CIL liable if planning permission were to be granted.

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

No other issues are identified.

### **8. Observations of the Borough Solicitor**

#### **General**

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

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

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

#### **Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent should not be

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

The proposed dwelling by reason of its size, scale, bulk, depth, width, materials, siting and design, in this prominent position, would fail to harmonise with the local context, established street pattern and building lines and would result in the closing of an important gap characteristic to the area. The proposed dwelling would be incongruous, visually dominant and detrimental to the visual amenities of the street scene and the character and appearance of the area.

The site is located adjacent to a Tree Preservation Area to the south which is covered by Tree Preservation Order (TPO) 130. The development proposal includes works to London Borough of Hillingdon trees on the adopted highway and within the TPO area which is not supported by the Council. Whilst an arboricultural report has been submitted, this is inadequate. It does not acknowledge the constrained nature of the site, and does not address how the development could be constructed without harming the adjacent trees or the post-development pressure on affected trees.

Therefore the application does not make adequate provision for the protection and long-term retention of valuable trees and results in the loss of trees that contribute positively to the local landscape character of the area.

The development proposal would be harmful on the residential amenity of No.4 by way of visual intrusion, loss of outlook and creating a sense of enclosure.

The proposed new dwelling would not be provided with adequate living accommodation and the private amenity spaces for both the proposed new dwelling and the host dwelling at No.4 would be substandard and impractical.

As the proposed dwelling is not provided with a defined frontage or legibility, it would not be appropriately designed in accordance with 'secured by design' guidance to deter opportunities for crime.

The application is not supported by a basement impact assessment and in the absence of this information, it has not been demonstrated that the development can be carried out without increasing flood risk or cause harm to the built and natural environment and local amenity.

For the reasons set out in the above report, the application is recommended for refusal.

## **11. Reference Documents**

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

Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

London Plan (2021)

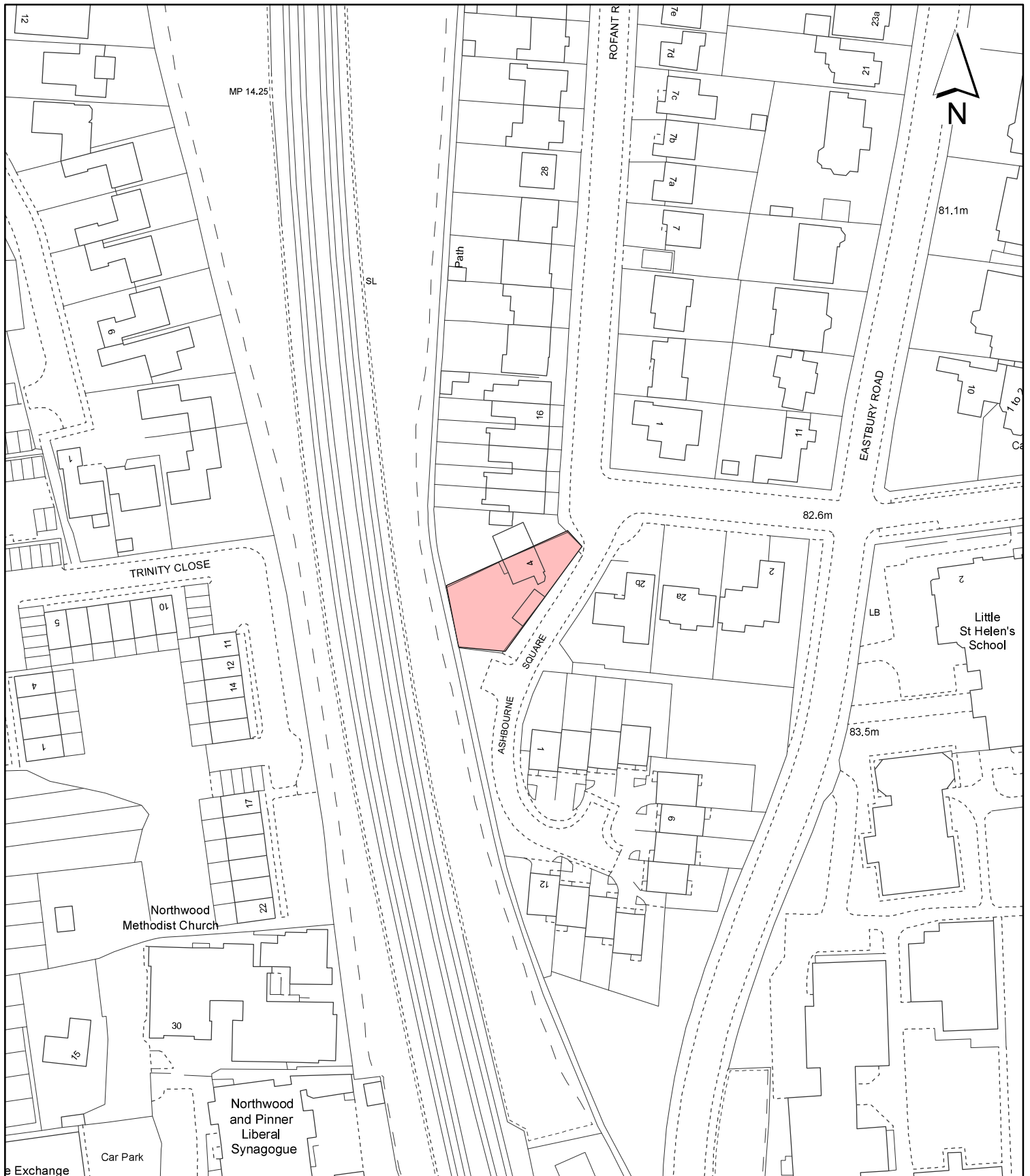
National Planning Policy Framework (2021)

**Contact Officer:**

Christos Chrysanthou

**Telephone No:**

01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**4 Rofant Road,  
Northwood**

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

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

Planning Application Ref:

**6923/APP/2023/545**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 103**

Date:

**September 2023**



**HILLINGDON**  
LONDON

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## Report of the Head of Development Management and Building Control

**Address:** 22 FRINGEWOOD CLOSE NORTHWOOD

**Development:** Erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house

**LBH Ref Nos:** 42066/APP/2022/3824

**Drawing Nos:** 475-PTA-ZZ-RF-DR-A-1003 PL1  
475-PTA-ZZ-RF-DR-A-1001 PL1  
475-PTA-ZZ-XX-DR-A-1301 PL1  
475-PTA-ZZ-RF-DR-A-2001 PL1 (site plan/floor plan)  
475-PTA-ZZ-RF-DR-A-2001 PL1 (site plan/roof plan))  
475-PTA-ZZ-00-DR-A-2100 PL1  
475-PTA-ZZ-RF-DR-A-2102 PL1  
475-PTA-ZZ-RF-DR-A-2401 PL1  
475-PTA-ZZ-XX-DR-A-2302 PL2 (front and side elevations)  
475-PTA-ZZ-XX-DR-A-2301 PL1 (rear and side elevations)  
475-PTA-ZZ-XX-DR-A-2201 PL1  
475-PTA-ZZ-XX-DR-A-2201 PL2  
475-PTA-ZZ-00-DR-A-2200 PL1  
Arboricultural and Planning Integration Report, GHA Trees, GHA/DS/122560:21  
Supporting Letter / Planning Statement - Revised dated 17-01-23, 475-PTA-ZZ-ZZ-CO-A-0001

**Date Plans received:** 16-12-2022                      **Date(s) of Amendments(s):** 16-12-2022  
25-01-2023

**Date Application valid** 16-12-2022

**Recommendation: REFUSAL**

### **DEFERRED ON 12th July 2023 FOR SITE VISIT ON**

This application was deferred at the Borough Planning Committee on 12th July 2023 for members to visit the site. This is to be undertaken on Friday 25th August 2023. Any clarifications needed that may arise from the site visit will be reported in the Addendum Report, distributed to members prior to the committee meeting.

## **1. CONSIDERATIONS**

### **1.1 Site and Locality**

The application site relates to land within the curtilage of a two storey detached dwelling located in the south-west corner of Fringewood Close. To the rear and side of the dwelling is a garden area which acts as the private amenity space for the occupiers of the existing property. The site lies within an area

which is subject to a Tree Preservation Order and is within a landfill site buffer. The rear boundary of the plot backs onto Green Belt land located to the immediate south of the site. The surrounding area is residential in character comprising of large two storey detached dwelling houses. The application site lies within the Developed Area as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

## 1.2 Proposed Scheme

The application proposes the erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house.

## 1.3 Relevant Planning History

42066/APP/2021/4244      22 FRINGEWOOD CLOSE NORTHWOOD

Erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house.

**Decision:** 03-03-2022      Refused      **Appeal:**

42066/PRC/2022/72      22 FRINGEWOOD CLOSE NORTHWOOD

Erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house.

**Decision:** 08-07-2022      Objection      **Appeal:**

### Comment on Planning History

This application is a resubmission of the recent refusal of planning permission for the erection of a single storey annexe for ancillary residential use with a glazed link between the annexe and the existing house (ref. 42066/APP/2021/4244, dated 03-03-2022). This was refused for the following reasons:

1. The proposed annexe, by reason of its provision of facilities required for day-to-day private domestic existence and the availability of independent access to it, would result in the creation of a self-contained residential unit in a backland position where such a dwelling would be unacceptable, due to the requirements of external amenity space for future occupiers, and its detrimental impact on the character and appearance of the area and on the living conditions of neighbouring occupiers. The proposal would therefore conflict with Policies DMH 6, DMHD 1, DMHD 2, DMHB 11, DMHB 12, DMHB 16, DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1, D3, D4, D6 and D8 of the London Plan (2021) and the National Planning Policy Framework (2021).

2. By virtue of its substantial size, scale, footprint, height, roof form and prominent location, the proposed self-contained residential unit would result in an incongruous and cramped form of development that would relate poorly to the existing built form on and around the site, detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11, DMHB 12, DMHD1 and DMHD 2 of the Hillingdon Local Plan: Part



Two - Development Management Policies (2020), Policies D1, D3, D4 and D8 of the London Plan (2021) and the National Planning Policy Framework (2021).

3. The proposed self-contained residential unit would have no private amenity space provision, and would therefore give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers. The proposal, therefore, conflicts, with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).

4. By virtue of its proximity, siting, size, scale, height and self-contained use, the proposed annexe would cause harm to the living conditions of the existing neighbouring occupiers at numbers 20 and 24 Fringewood Close and their respective private amenity space, in terms of loss of outlook, overshadowing, loss of privacy, sense of enclosure and overbearing impact. The proposal would therefore conflict with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2021).

Following the refusal, pre-application advice was sought by the applicants. During a series of meetings, officers provided detailed advice and written guidance concerning reductions in scale and footprint and to strengthen the physical connection of the annexe with the main dwelling. Nevertheless, this advice is not reflected in the submitted planning application. During the course of the current application, the applicants were provided the opportunity to amend the scheme however they declined to make the relevant changes.

## **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**

Seven neighbouring properties and the Northwood Residents Association were consulted by letter dated 28-12-22.

Six letters of support were received along with a petition in support comprising 25 signatures. A representation in objection to the proposal has also been received from the Northwood Residents Association.

### **LOCAL RESIDENT COMMENTS:**

The comments in support can be summarised as follows:

1. Support on the basis of personal need of applicant;
2. Benefits to applicant's quality of life and standard of living;
3. Allow resident to access garden, as currently steps are a barrier;
4. Would not be detrimental to neighbouring properties;
5. Annexe set back in garden, therefore would not affect character of Fringewood Close/not visible from Fringewood close.

## NORTHWOOD RESIDENTS ASSOCIATION:

A1.17 states that to be an annexe it must be connected internally. Here it is detached from the main house and only connected externally by a 'glazed link.' The proposed building can also very easily be adapted to be fully self-contained simply by removing the 'glazed link' as all the facilities are already provided to make it self-contained, and it has a separate entrance (also see DMHD 2 for outbuildings).

Whilst the outbuilding now proposed is smaller than the previous application, at 90 sqm it still well exceeds the guide of a maximum of 30 sqm stated in A1.34. We are concerned that giving consent will provide a precedent for others on both size and the restrictions on 'beds in sheds' expressed in the Local Plan.

Whilst we sympathise with the applicant and the stated reasons for the proposed development, we must have regard to the possible adverse effect elsewhere of encouraging others even without the same reasons to ask for the same and state this as a precedent. Note: We wonder whether the change in level to access the garden could be overcome with an external platform lift. Equally, others have installed internal lifts to provide for access to other floors in the house. We say this only because alternatives might be available, and not as part of the grounds for objecting.

## PETITION

A petition has been received with 25 signatories in support of the proposal. This desired outcome of the petition is that the proposal is approved as it would provide accessible accommodation for a 90 year old occupant of No. 22 Fringewood Close, and provide level access to the garden.

## PLANNING OFFICER RESPONSE:

The material planning considerations raised by local residents, the Northwood Residents Association and the petition will be addressed in the main body of the report.

## 4. Local Plan Designation and London Plan

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

### Part 1 Policies:

PT1.BE1 (2012) Built Environment

### Part 2 Policies:

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings

DMHD 2	Outbuildings
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 D6	(2021) Housing quality and standards
LPP D8	(2021) Public realm
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places

## 5. MAIN PLANNING ISSUES

The main planning issues are whether the proposed development would be tantamount to the creation of a self-contained residential unit, the quality of living accommodation that would be afforded to future occupiers, the impact of the development on the character and appearance of the area and streetscene of Fringewood Close, the impact on neighbouring residential amenity, the impact on trees and landscaping and both parking and highway safety.

### WHETHER THE PROPOSED DEVELOPMENT WOULD BE TANTAMOUNT TO THE CREATION OF A SELF-CONTAINED UNIT

Policy DMH 6 (Garden and Backland Development) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity.

Policy DMHD 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that: i) The use of an outbuilding shall be for a purpose incidental to the enjoyment of the dwelling house and not capable for use as independent residential accommodation; and ii) Primary living accommodation such as a bedroom, bathroom, or kitchen will not be permitted.

It has been established through case law that the distinctive characteristic of a dwellinghouse is its ability to afford those who use it, the facilities required for day-to-day private domestic existence (Gravesham BC v SSE & O'Brien ). Section 254 of the Housing Act 2004 refers to basic amenities comprising a toilet, personal washing facilities and cooking facilities.

The submitted drawings clearly show that the annexe is capable of being used independently from the main house at No.22 Fringewood Close. The annexe would contain open plan living accommodation comprising a kitchen, dining and seating area; a double bedroom; utility room; storage room; and bathroom within a footprint of approximately 113sq.metres (measured externally).

In addition to this, the occupier would be able to independently access the annexe from the proposed glass link attached to the main dwelling. The occupier of the proposed annexe would not be reliant on the main dwelling for any aspects of day to day living (i.e. there is no clear functional link). As a matter of fact and degree, it is considered that the proposed development would be tantamount to the creation of a self-contained residential unit. As such, a condition requiring the outbuilding to remain ancillary to the main dwelling is not considered to be enforceable, thus failing to pass the conditions tests set out in paragraph 56 of the National Planning Policy Framework 2021 (NPPF).

It is understood from the details submitted with this application that the intention is for the existing occupier of the main dwelling to live within the proposed annexe. The applicant's personal need is supported by a letter written by their doctor which indicates the benefits of living accommodation being provided on one floor with access to the garden. The letter and design and access statement also state that care is provided by family members and it is now understood that care is provided by members of the current household, who will continue to occupy the main dwelling once the current occupier has moved into the proposed annexe.

The submitted plans show that the main dwelling at No. 22 Fringewood Close provides generous living accommodation over two floors and it is noted the ground floor footprint excluding the garage measures 108sq.metres. It is therefore questioned why the main dwelling could not be adapted to form an accessible bedroom and accessible living accommodation on the ground floor thereby utilising the existing floor area. The design and access statement at 2.6 details various examples of garage conversions and side extensions on nearby properties, which are more typical forms of development in Fringewood Close. It has not been demonstrated that the existing dwelling can not be adapted and/or extended to meet the needs of the proposed occupant of the annexe.

In light of the above, reason for refusal 1 is not considered suitably addressed and remains valid. In any respect, the harm detailed within this report and the reasons for refusal, are not outweighed by the demonstrated personal need. The proposed self-contained residential annexe in the rear garden of 22 Fringewood Close is considered directly contrary to Policies DMH 6 and DMHD 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020). In accordance with statute, decisions must be made in accordance with the development plan unless other material considerations exist. The applicant's personal circumstances are a material consideration and weigh into the balance, however, based on the evidence that has been provided, it has not been successfully demonstrated that these should outweigh the direct conflict with Development Plan policy and the harm identified in this report.

## QUALITY OF LIVING ACCOMMODATION

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms. Table 3.1 of the London Plan (2021) requires a one bedroom, single occupancy, 1 storey dwelling with a shower room to have a minimum gross internal floor area of 37 square metres.

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.

Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires all new residential development to provide good quality and useable private amenity space in accordance with Table 5.3 which requires a 1 bedroom house to have at least 40 square metres of private outdoor amenity space. Houses with four-bedrooms or more are required to have at least 100 square metres of private outdoor amenity space.

The primary living space within the proposed unit would be served by glazing facing onto the rear garden area. The plans indicate that the bedroom would benefit from a door/window assembly. The bathroom, utility and storage rooms are non-habitable rooms and do not benefit from windows.

With a gross internal area of 104 sq. metres, the proposed self-contained residential unit would far exceed the London Plan's minimum space standard requirements. However, the floor area of a

residential unit is not the only consideration when it comes to assessing the quality of accommodation that would be afforded to future occupiers. The plans indicate that no private amenity space would be afforded to the future occupier of the self-contained residential unit. It is accepted that sufficient garden area could be retained for both the main dwelling and annexe albeit as a shared garden. However, this arrangement would not be acceptable due to the size of the properties and the identified need for a private garden space as well as the annexe being capable of functioning independently of the main dwelling. Occupiers of either property could approach private rear windows of another dwelling at any time, with unrestricted comings and goings and simultaneously the garden area would be directly overlooked by each occupier at the main house and in the annexe.

In light of the above, reason for refusal 3 is considered not to be suitably addressed and remains valid. It is considered the proposal would not provide good quality useable private outdoor amenity space and would therefore give rise to a substandard form of living accommodation. The proposal, therefore, conflicts with Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2021).

## CHARACTER AND APPEARANCE

### Policy Context

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.

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development, including extensions, alterations and new buildings, must harmonise with the local context by taking into account the surrounding settings.

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

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; and
- ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale,

proportions, roof form, window pattern, detailed design and materials.

Policy DMHD 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - The Council will require residential outbuildings to meet the following criteria:

- i) the building must be constructed to a high standard of design without compromising the amenity of neighbouring occupiers; ii) the developed footprint of the proposed building must be proportionate to the footprint of the dwelling house and to the residential curtilage in which it stands and have regard to existing trees;
- iii) the use shall be for a purpose incidental to the enjoyment of the dwelling house and not capable for use as independent residential accommodation; and
- iv) primary living accommodation such as a bedroom, bathroom, or kitchen will not be permitted.

#### Assessment

The immediate context of the site is predominately residential in nature, with occupation generally restricted to the main dwelling houses. Also, it is observed that for the most part the rear gardens of the properties on Fringewood Close appear open in nature.

The footprint of the resubmission proposal has more of a square shape than the previously refused scheme. The width has been reduced by 2.5metres from 13.2metres to 10.7metres and the depth reduced by 1.7metres from 12.4metres to 10.7metres. The gross internal area of the outbuilding has therefore been reduced to 104sq.metres from 130sq.metres. Measured externally, the gross footprint measures 113 sq.metres vs 148 sq.metres previously.

The height of the proposed annexe has been reduced by 70cm from 6metres to 5.3metres. Notwithstanding the reduction, the roof ridge of the proposed annexe would be positioned above the eaves of the main dwelling. When combining the overall scale of the building with the disproportionately sized footprint, it is evident that the development would not be considered subordinate in association to the main dwelling.

The design and access statement acknowledges that during the committee meeting to decide on the previous application, 'Councillors...had concerns regarding the size of the annexe, as its footprint was larger than the host dwelling.' Whilst the applicants appear to have noted the concerns raised by Councillors and officers with regards to the scale and footprint of the annexe, they do not appear to have taken these comments fully on board, as evidenced by the revised footprint of the proposed annexe, which remains comparable to the footprint of the main dwelling.

It is noted that despite the reduction in width and depth, the footprint of the annexe is still comparable to the footprint of the host building and those of the neighbouring properties. The annexe would cover almost a quarter of the rear garden area which would erode the spaciousness of the existing garden area.

Figure 52/Page 17 of the Design and Access Statement provides a contextual analysis of side gaps between dwellings on Fringewood Close. What this image demonstrates, quite clearly, is that, whilst the annexe would be provided with greater side gaps than those found between other dwellings on Fringewood Close, due to its footprint and siting, the proposed annexe would read as a new dwelling in the street scene.

Due to its substantial size, footprint and height, the proposed outbuilding would appear as a cramped, overly dominant and incongruous addition within the rear garden of No. 22 Fringewood Close. Moreover, due to the prominent corner plot position of the site, public views of the proposed building would be visible from the street scene on Fringewood Close, where it would appear more as a small

dwelling rather than an ancillary outbuilding. Whilst existing hedges along the west boundary would partly screen views from the west, due to the scale, height and massing of the proposal, it would be visible from the surroundings including when viewed from Ducks Hill Road.

It is also worth highlighting that there are no other examples of outbuildings/annexes of a similar scale, size and form as that being proposed within the immediate locality. It is therefore considered that the proposed development would have a negative impact on the street scene, and appear completely at odds with the prevailing pattern of development within the local area. In this context the development relates poorly to established plot widths, built form and development in the local area.

One of the core planning principles of the NPPF is to encourage the effective use of land by reusing land that has been previously developed (Brownfield Sites). Residential gardens are excluded from the definition of previously developed land as defined in Annex 2: Glossary of the NPPF. Therefore, the proposed development would not adhere to the above core planning principles by making use of previously developed land. In addition, Policy BE1 of the Hillingdon Local Plan Part 1: Strategic Policies (2012) specifies that all new development should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas. This is supported by Policy DMH 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) where there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity.

It is considered that the proposed development would not complement or harmonise with the street scene and the appearance and positioning of the proposed self-contained annexe would be contrary to the prevailing pattern of development within Fringewood Close and would not enhance the local character of the area.

Whilst the exterior materials are proposed to match the existing materials of the main dwelling, which is positive, this would not outweigh the significant harm identified to the character and appearance of the area.

In light of the above, reason for refusal 2 is considered not to be suitably addressed and remains valid. It is considered that the proposed annexe would have a significantly harmful impact on the character, appearance and visual amenities of the area. The proposal therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMH 6, DMHB 11, DMHB 12, DMHD 1 and DMHD 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1, D3 and D4 of the London Plan (2021) and Section 12 of the NPPF (2021).

#### IMPACT ON NEIGHBOURING RESIDENTIAL AMENITY

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The supporting text for this policy states that the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

The proposal would involve removal of the existing hedging which extends from the south elevation and serves as a privacy screen as the neighbour No.20 Fringewood Close has windows at ground and first floor level in their west elevation that overlook the side garden area of No. 22 Fringewood Close.

Due to its size, scale and limited separation distance, it is considered that the proposed annexe would appear as an overly dominant and oppressive addition when viewed from the side windows and garden area of No 20 Fringewood Close. Furthermore, the annexe would be positioned in close proximity to the

common boundary with No.20, meaning that the central portion of this neighbour's rear garden would be adversely impacted, in terms of outlook, overshadowing and overbearing impact.

Whilst the side elevation would be set an angle from the shared boundary with No.20, there would be a limited separation distance of approximately 4.4 metres (at the closest point) between the proposed self-contained annexe and the rear elevation of No. 20 Fringewood Close. Taking the proximity of the development to the shared boundary into account, coupled with its size and height, and its 6metre depth projection beyond the neighbour's rear elevation, it is considered that the proposed development would result in a loss of outlook, overshadowing and create a sense enclosure for the existing occupiers at No. 20 Fringewood Close.

Notwithstanding the separation distance and being partially screened by the main dwelling and with no upper floor windows facing north, it is considered by virtue of its size, height and massing that the proposed development would cause some level of harm on the living conditions of No. 24 Fringewood Close, in terms of outlook and overbearing impact.

In light of the above, reason for refusal 4 is considered not to be suitably addressed and remains valid. Having regard to the above, it is considered that the proposed development would cause harm to the living conditions of Nos. 20 and 24 Fringewood Close, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 130(f) of the NPPF (2021).

## TREES AND LANDSCAPING

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

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

The Arboricultural impact assessment has been reused with the annexe footprint updated. The tree survey is the same as previously submitted with the recently refused application.

It is noted that the Prunus ssp (T6) and yew hedge (G7) proposed to be removed to accommodate the development are grade C trees. There are no A grade trees. A further four B grade trees (including a TPO hornbeam) and two C grade trees would be protected and retained. The Council's Trees/Landscape officer was consulted during the previous application in which the same tree survey was submitted. No objection was raised previously subject to conditions requiring the submission of a construction method statement to incorporate tree protection measures, a landscape scheme and retention of trees. In the event that permission is granted, these conditions would be included.

## PARKING AND HIGHWAY SAFETY



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

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

The access and parking arrangements would remain unaltered. Three parking spaces would be required for the main dwelling and the one bed annexe to accord with the specified parking standards. The site provides a total of five existing parking spaces. This is comprised of two garage spaces and three spaces on the hardstanding in front of the garage. Therefore sufficient parking provision would be retained within the site, and no concerns are raised with respect to highway safety.

## OTHER MATTERS

**Green Belt:** It is not considered that the proposal would have any discernible impact on the openness of the adjacent greenbelt. However, this does not diminish the identified harm to the character and appearance of the area.

**Contaminated Land:** The site is located within a landfill site buffer according to the Council's GIS records. In the event of an approval of planning permission, conditions/informatives could address any requirements arising from this.

**Drainage:** The site is not identified as at particular risk from flooding or drainage issues. Drainage will be satisfactorily controlled through the Building Regulations in this case.

## CONCLUSION

As a matter of fact and degree, it is considered that the proposed annexe would provide a self-contained residential dwelling, thus creating a new planning unit. Whilst the annexe would be connected to the main dwelling by a glazed link it would be capable of functioning independently from the main dwelling.

The proposed annexe would provide the future occupier with a substandard form of accommodation, in terms of external space provision and unacceptably undermine the size, quality and functionality of the external space provision for the existing house. Whilst some efforts have been made by the applicants to reduce the scale and footprint of the proposed annexe since the recent refusal of planning permission, the proposal would adversely impact on the character and appearance of the area, and the residential amenities of neighbouring occupiers.

The previous reasons of refusal are not considered to be suitably addressed and therefore remain valid. The limited evidence submitted to demonstrate that there is an essential requirement for the proposed self-contained annexe to justify the proposal on personal medical grounds is not considered to outweigh the harm identified. As such, the proposal conflicts with the Development Plan and the application is therefore recommended for refusal.

## 6. RECOMMENDATION

**REFUSAL for the following reasons:**

#### 1. NON2 Principle of development

The proposed annexe, by reason of its provision of facilities required for day-to-day private domestic existence and the availability of independent access to it, would result in the creation of a self-contained residential unit in a backland position where such a dwelling would be unacceptable, due to the requirements of external amenity space for future occupiers, and its detrimental impact on the character and appearance of the area and on the living conditions of neighbouring occupiers. The proposal would therefore conflict with Policies DMH 6, DMHD 1, DMHD 2, DMHB 11, DMHB 12, DMHB 16, DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1, D3, D4, D6 and D8 of the London Plan (2021) and the National Planning Policy Framework (2021).

#### 2. NON2 Character and appearance

By virtue of its substantial size, scale, footprint, height, roof form and prominent location, the proposed self-contained residential unit would result in an incongruous and cramped form of development that would relate poorly to the existing built form on and around the site, detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11, DMHB 12, DMHD1 and DMHD 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D1, D3, D4 and D8 of the London Plan (2021) and the National Planning Policy Framework (2021).

#### 3. NON2 Substandard living conditions

The proposed self-contained residential unit would have no private amenity space provision, and would therefore give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers. The proposal, therefore, conflicts, with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).

#### 4. NON2 Neighbour amenity

By virtue of its proximity, siting, size, scale, height and self-contained use, the proposed annexe would cause harm to the living conditions of the existing neighbouring occupiers at numbers 20 and 24 Fringewood Close and their respective private amenity space, in terms of loss of outlook, overshadowing, loss of privacy, sense of enclosure and overbearing impact. The proposal would therefore conflict with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2021).

### INFORMATIVES

1. This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at:

2. 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.

In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

## INFORMATIVES

1. 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.

DMH 6 Garden and Backland Development

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMHD 2 Outbuildings

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

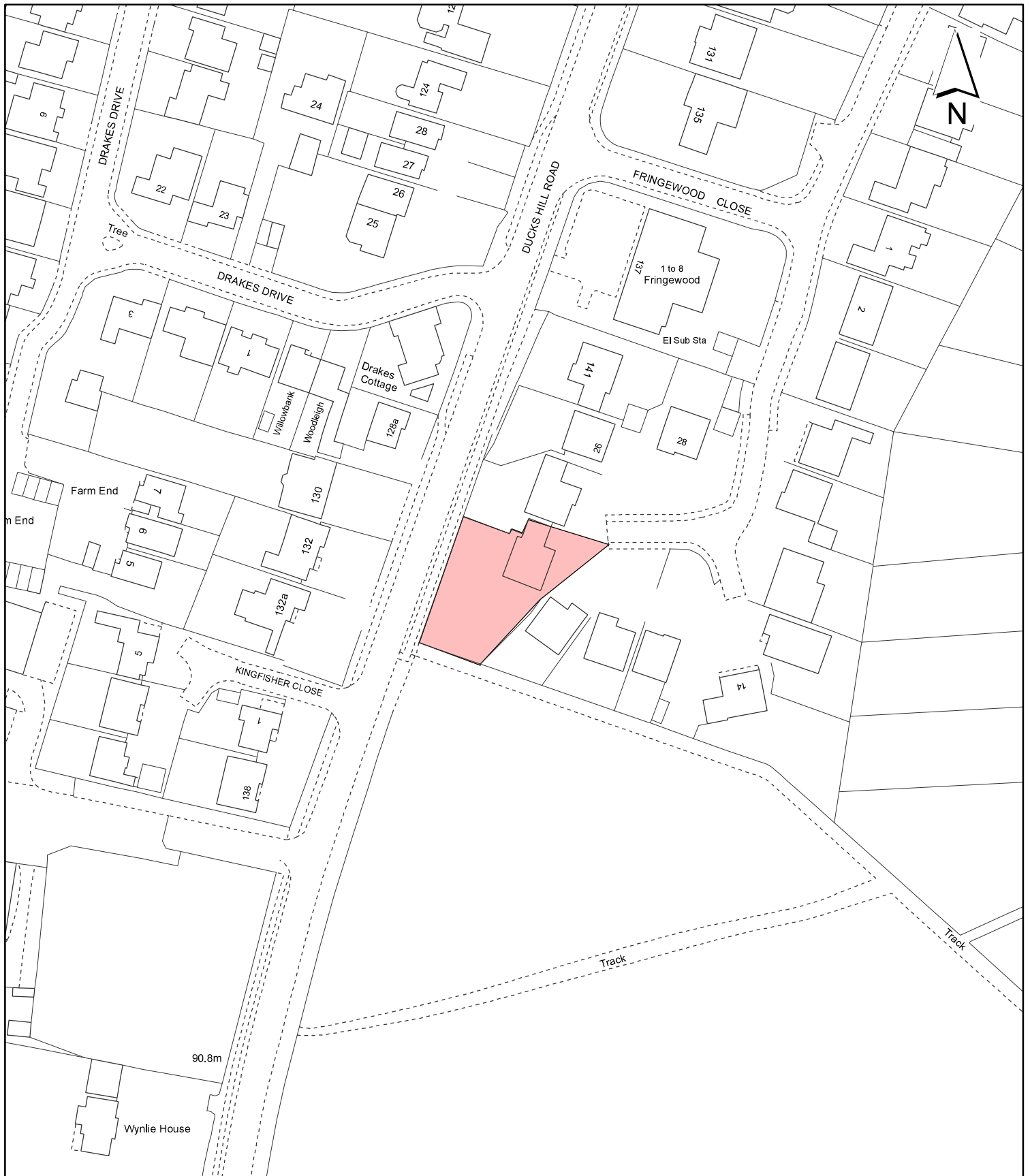
LPP D6 (2021) Housing quality and standards

LPP D8 (2021) Public realm

NPPF2 NPPF 2021 - Achieving sustainable development

NPPF11 NPPF 2021 - Making effective use of land

**Contact Officer:** Christos Chrysanthou **Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**22 Fringewood Close,  
 Northwood**

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

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

Planning Application Ref:

**42066/APP/2022/3824**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 119**

Date:

**September 2023**



**HILLINGDON**  
 LONDON

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## Report of the Head of Development Management and Building Control

**Address:** PEMBROKE HOUSE 5-9 PEMBROKE ROAD RUISLIP

**Development:** Variation of Condition 2 (approved plans) of planning permission ref. APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) (Erection of detached building to accommodate refuse storage at ground floor and office accommodation above) for minor elevational variations, relocation of refuse store and infilling of undercroft to create garage

**LBH Ref Nos:** 38324/APP/2022/2010

**Drawing Nos:** EX.01  
EX.02  
P.201 Rev. B  
P.202 Rev. B  
P.208 Rev. B  
P.209 Rev. B  
P.210  
Adjustable wall mounting cycle rack product specification

**Date Plans received:** 23-06-2022                      **Date(s) of Amendments(s):**

**Date Application valid** 06-07-2022

### 1. SUMMARY

The application proposes a 'Minor Material Amendment' to vary Condition 2 (Approved plans) attached to Secretary of State's Appeal Decision ref: APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) (and as amended under planning permission ref: 38324/APP/2018/164, dated 23-05-18) (Erection of detached building to accommodate office accommodation) to include provision of a ground floor WC and first floor WC/shower and kitchen (part retrospective).

It should be noted that the principle of erecting an office building to the rear of Pembroke House cannot be revisited, as this aspect has already been established through the original scheme allowed at Appeal by the Secretary of State (Appeal Decision APP/R5510/W/16/3155076, with an amended scheme approved under S.73 application 38324/APP/2018/164.

No changes are being proposed to the dimensions or external appearance of the office building approved under planning permission 38324/APP/2018/164. The application is not seeking any change to the lawful use of the building as an office. As such, the proposal would not cause harm to the character and appearance of the area and the wider setting of the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character. For the same reasons, the proposal would not cause harm to the residential amenities of neighbouring occupiers.

Following negotiations, revised drawings were submitted showing the removal of the existing hob and oven from the kitchen, as these facilities are of a residential nature and go beyond what might reasonably be expected in an office unit. In the event of an approval, recommended Condition number 4 would require the removal of the hob and oven within a period of 2 months from the date of the decision notice. The condition would also prohibit the installation of cooking appliances (with the exclusion of a microwave) in the future.

The proposal retains the same number of parking spaces as per the previously approved scheme. The proposal therefore does not introduce parking or highway issues and is acceptable in this regard.

The application is recommended for approval, subject to the imposition of conditions as set out in Section 2 of this report.

## **2. RECOMMENDATION**

**APPROVAL subject to the following:**

### **1. COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers P.201 Rev. B, P.202 Rev. B, P.208 Rev. B, P.209 Rev. B and P.210 (received on 27.07.2023) and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

### **2. NONSC Parking**

The car parking to be provided with the development hereby approved shall be kept available for the parking of vehicles at all times.

#### **REASON**

To ensure that the development complies with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

### **3. NONSC Cycle and refuse storage**

Within 2 months of the date of this decision notice, the cycle spaces as detailed on drawing number P.209 Rev. B and the product specification sheet titled "Adjustable wall mounting cycle rack" shall be installed and thereafter they shall be retained/maintained for the lifetime of the development hereby approved.

#### **REASON**

To ensure that the development complies with Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) and Policy T5 of the London Plan (2021).



#### **4. NONSC Removal of oven and hob**

Within 2 months of the date of this decision notice, the existing hob, oven and fume extractor (including all associated fixtures and fittings) shall be removed in their entirety as detailed on drawing number P.210. Thereafter, no other cooking facilities (except for a microwave) shall be contained within the building, for the lifetime of the development hereby approved.

#### **REASON**

To avoid the creation of a separate residential use in the interests of residential amenity, in accordance with Policies DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### **5. NONSC Non Standard Condition**

The building hereby approved shall only be used for office purposes and for no other purposes (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

#### **REASON**

In the interests of maintaining the amenities of neighbouring residents in accordance with policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **INFORMATIVES**

#### **1. I52 Compulsory Informative (1)**

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

#### **2. I70 LBH worked applicant in a positive & proactive (Granting)**

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

#### **3. I73 Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by

submitting an Assumption of Liability Notice) to the Council at [planning@hillington.gov.uk](mailto:planning@hillington.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](http://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.

### 153 Compulsory Informative (2)

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

DME 3	Office Development
DMEI 14	Air Quality
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 5	Areas of Special Local Character
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP E1	(2021) Offices
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
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

NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF9	NPPF 2021 - Promoting sustainable transport

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is located on the northern side of Pembroke Road. It comprises a part five storey building (known as Pembroke House) which is a former office building that has been converted into flats. To the rear of the building is a car park and two office buildings (referred to as Office 1F and 1G on the submitted plans).

The office building that forms the subject of this Committee Report is Office 1F, which is located to the north-western corner of the car park. Office 1F was originally allowed at Appeal by the Secretary of State under Appeal Decision APP/R5510/W/16/3155076. This permission was subsequently varied under approved S.73 application 38324/APP/2018/164, with the amendments involving changes to the elevations, re-location of the refuse store and the infilling of the undercroft to create a garage.

There is a second office building (Office 1G) which is located along the rear boundary of the application, which was regularised, subject to conditions, through the granting of permission 38324/APP/2022/2010.

The site falls adjacent to two heritage assets, the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character (ASLC). To the east of the application site is Neyland Court and beyond that are inter and post war properties. To the west of the site, are mixed commercial and residential buildings that forms the setting of Ruislip High Street. To the rear of the application site are the gardens to the neighbouring residential properties at numbers 2a, 2b and 4 Brickwall Lane.

The site lies within Ruislip Town Centre, as identified within the Hillingdon Local Plan Part 2- Development Management Policies (2020). According to the Council's GIS, the site is designated within a Critical Drainage Area, Air Quality Focus Area and Northolt RAF 3km Air Safeguarding Buffer Zone. The site has a Public Transport Accessibility Level (PTAL) rating of 4 (Good).

#### 3.2 Proposed Scheme

The application proposes a 'Minor Material Amendment' to vary Condition 2 (Approved plans) attached to Secretary of State's Appeal Decision ref: APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) (and as amended under planning permission ref: 38324/APP/2018/164, dated 23-05-18) (Erection of detached building to accommodate office accommodation) to include provision of a ground floor WC and first floor WC/shower and kitchen (part retrospective).

The main amendments are as follows:

- Installation of w/c, shower room and kitchen.

The above amendments have already been carried out by the applicant. During the course of this application, revised drawings were submitted showing that the installed counter top hob and oven would be removed from the kitchen (refer to Section 7.01 of this Committee Report for further details).

### 3.3 Relevant Planning History

15615/APP/2001/825          Pembroke House Pembroke Road Ruislip

REMOVAL OF CONDITION 14 (NO PART OF THE OFFICE PREMISES HEREBY PERMITTED SHALL BE OCCUPIED AT ANY TIME BY ANY ONE FIRM TO AN EXTENT EXCEEDING 3,000 SQ FT WITHOUT THE PRIOR WRITTEN CONSENT OF THE LOCAL PLANNING AUTHORITY) OF OUTLINE PLANNING PERMISSION REF.15615/12891 DATED 01/08/73; ERECTION OF OFFICES AND ONE- BEDROOM FLATS

**Decision:** 02-05-2001          Approved

15615/APP/2006/1221      Pembroke House 5 - 9 Pembroke Road Ruislip

ERECTION OF SINGLE-STOREY REAR EXTENSION TO RETAIL/STORAGE AREA, AND CREATION OF 15 PARKING SPACES INCLUDING RAMPS FOR VEHICULAR ACCESS ( PARKING SPACES ON GROUND AND FIRST-FLOOR LEVELS)

**Decision:** 20-06-2006          Refused                      **Appeal:** 04-01-2007 Dismissed

15615/APP/2006/25          5-9 Pembroke House Pembroke Road Ruislip

ERECTION OF SINGLE STOREY REAR EXTENSION TO RETAIL AREA AND CREATION OF 28 PARKING SPACES INCLUDING RAMPS FOR VEHICULAR ACCESS (PARKING SPACES ON TWO FLOORS (GROUND AND FIRST FLOOR LEVELS)).

**Decision:** 28-02-2006          Refused

38324/APP/2002/2285      Pembroke House Pembroke Road Ruislip

ERECTION OF ADDITIONAL OFFICE SPACE AT ROOF LEVEL, NEW ROOF AND CHANGE OF USE OF GROUND FLOOR OFFICE TO RETAIL USE

**Decision:** 25-04-2003          Approved

38324/APP/2004/2856      Pembroke House Pembroke Road Ruislip

CHANGE OF PITCHED ROOF TO FLAT ROOF WITH EXTENSION TO ROOF PLANT ROOM (AMENDMENT TO PLANNING PERMISSION REF 33324/APP/2002/2285 DATED 25/04/2003: ERECTION OF ADDITIONAL OFFICE SPACE AT ROOF LEVEL, NEW ROOF AND CHANGE OF USE OF GROUND FLOOR OFFICE TO RETAIL USE)

**Decision:** 17-12-2004          Approved

38324/APP/2011/786          Pembroke House, 5 - 9 Pembroke Road Ruislip

Part conversion from retail/offices (Use Class A1/B1) to 6 x two-bedroom flats and 3 x three-bedroom flats with associated parking, amenity space, cycle store and bin store, alterations to

elevations, new fenestration to upper floors, demolition of existing external fire escape and alterations to existing vehicular crossover.

**Decision:** 20-12-2011      Approved

38324/APP/2012/42      Pembroke House, 5 - 9 Pembroke Road Ruislip

Change of use of ground and first floor from Use Class B1 (Business) to Use Class D1 (Non-Residential Institutions) for use as a nursery

**Decision:** 18-07-2012      Withdrawn

38324/APP/2013/2763      Pembroke House, 5 - 9 Pembroke Road Ruislip

Change of use from B1 (office) to residential (C3) (Application for Prior Approval under Schedule 2 Part 3 Class J of the The Town and Country Planning (General Permitted Development) Order 1995 (as amended))

**Decision:** 13-11-2013      Prior Approval  
N/Req

38324/APP/2013/3629      Pembroke House, 5 - 9 Pembroke Road Ruislip

Removal of condition No. 4 (Development) of planning permission ref:38324/APP/2011/786 dated 22/12/2011 (Part conversion from retail/offices (Use Class A1/B1) to 6 x two-bedroom flats and 3 x threebedroom

flats with associated parking, amenity space, cycle store and bin store, alterations to elevations, new fenestration to upper floors, demolition of existing external fire escape and alterations to existing vehicular crossover.)

**Decision:** 16-03-2021      No Further  
Action(P)

38324/APP/2014/2680      Pembroke House Pembroke Road Ruislip

Two storey building to rear for use as office space and storage involving installation of railings and gates

**Decision:** 11-11-2014      Refused      **Appeal:** 02-10-2015 Part Allowed

38324/APP/2014/968      Pembroke House, 5 - 9 Pembroke Road Ruislip

Details pursuant to condition 12 (Construction and Demolition Management Plan) of planning permission ref: 38324/APP/2011/786 dated 22/12/2011 (Part conversion from retail/offices (Use Class A1/B1) to 6 x two-bedroom flats and 3 x three bedroom flats with associated parking, amenity space, cycle store and bin store, alterations to elevations, new fenestration to upper floors, demolition of existing external fire escape and alterations to existing vehicular crossover)

**Decision:** 09-05-2014      Approved

38324/APP/2016/3586      Pembroke House 5-9 Pembroke Road Ruislip

Extension of 4th floor accommodation to provide 2 x 1 bedroom flats

**Decision:** 23-11-2016      Refused      **Appeal:** 23-05-2017 Dismissed

38324/APP/2016/407 Pembroke House Pembroke Road Ruislip  
Erection of detached building to accommodate refuse storage at ground floor and office accommodation above

**Decision:** 21-06-2016 Refused **Appeal:** 11-11-2016 Allowed

38324/APP/2016/4255 Pembroke House 5-9 Pembroke Road Ruislip  
Details pursuant to condition 3 (materials) of the Secretary of State's Appeal Decision ref: APP/R5510/W/16/3155076 dated 11/11/2016 (Erection of detached building to accommodate refuse storage at ground floor and office accommodation above)

**Decision:** 04-09-2019 No Further Action(P)

38324/APP/2017/2287 Pembroke House 5-9 Pembroke Road Ruislip  
Extension of the 4th floor to provide 1 x 2 bedroom unit (Use Class C3)

**Decision:** 23-08-2017 Refused **Appeal:** 26-02-2018 Allowed

38324/APP/2018/164 Pembroke House 5-9 Pembroke Road Ruislip  
Variation of Condition 2 (approved plans) of the Secretary of State's Appeal Decision ref: APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) (Erection of detached building to accommodate refuse storage at ground floor and office accommodation above) for minor elevational variations, relocation of refuse store and infilling of undercroft to create garage

**Decision:** 23-05-2018 Approved

38324/APP/2018/2678 Pembroke House 5-9 Pembroke Road Ruislip  
Erection of detached building to accommodate office accommodation above existing parking

**Decision:** 18-10-2018 Refused **Appeal:** 26-04-2019 Allowed

38324/APP/2019/2798 Pembroke House 5-9 Pembroke Road Ruislip  
Conversion of 2 no top floor flats (1 nos. one bed flat and 1 nos. two bed flat) to create two flats (1 nos. two bed, 1 nos. one bed) with additional office and maintenance storage area, plus two replacement Juliet balconies in lieu of existing side elevation windows.

**Decision:** 09-04-2020 Refused

38324/APP/2019/4066 Pembroke House 5-9 Pembroke Road Ruislip  
Erection of detached building to accommodate office accommodation above existing parking.

**Decision:** 13-03-2020 Approved

38324/APP/2019/938 Pembroke House 5-9 Pembroke Road Ruislip  
Variation of condition 2 (Approved Plans) of Appeal Decision reference: APP/R5510/W/17/3185312, dated 29/1/2018 (Council Ref: 38324/APP/2017/2287 dated 22/6/2017) (Extension of the 4th floor to

provide 1 x 2 bedroom unit (Use Class C3)) to allow for alterations to approved plans

**Decision:** 11-07-2019      Approved

38324/APP/2020/1279      Pembroke House 5-9 Pembroke Road Ruislip

Installation of two french windows with Juliette balconies to side elevations in lieu of windows, stainless steel railings to front elevation and high level window to rear elevation of existing top floor flat.

**Decision:** 06-05-2020      No Further  
Action(P)

38324/APP/2020/1428      Pembroke House 5-9 Pembroke Road Ruislip

Variation of Condition 2 (Approved Plans) of planning permission ref: 38324/APP/2019/938, dated 11-07-19 (Variation of condition 2 (Approved Plans) of Appeal Decision reference: APP/R5510/W/17/3185312, dated 29/1/2018 (Council Ref: 38324/APP/2017/2287, dated 22/6/2017) (Extension of the 4th floor to provide 1 x 2 bedroom unit (Use Class C3)) to allow for alterations to approved plans); i) installation of French railings across the front of the building at 4th floor; ii) to install 2 French doors and associated Juliette balconies as replacement for side windows; iii) to install one high level obscure glazed window to the rear elevation of the approved top floor flat; iv) amended internal layout

**Decision:** 28-08-2020      Approved

38324/APP/2020/2879      Pembroke House 5-9 Pembroke Road Ruislip

Details pursuant to Condition 5 (balcony screen) of planning permission ref: 38324/APP/2020/1428, dated 28-08-2020 (Variation of Condition 2 (Approved Plans) of planning permission ref: 38324/APP/2019/938 dated 11-07-2019 (Variation of condition 2 (Approved Plans) of Appeal Decision reference: APP/R5510/W/17/3185312 dated 29/1/2018 (Council Ref: 38324/APP/2017/2287, dated 22/6/2017) (Extension of the 4th floor to provide 1 x 2 bedroom unit (Use Class C3)) to allow for alterations to approved plans); i) installation of French railings across the front of the building at 4th floor; ii) to install 2 French doors and associated Juliette balconies as replacement for side windows; iii) to install one high level obscure glazed window to the rear elevation of the approved top floor flat; iv) amended internal layout)

**Decision:** 23-12-2020      Approved

38324/APP/2022/1310      Pembroke House 5-9 Pembroke Road Ruislip

Existing use of 8 parking spaces for Class C3 use for residents of Neyland Court and Pembroke House to have the option of renting (Application for a Certificate of Lawful Development for an Existing Use)

**Decision:** 16-06-2022      Refused

38324/APP/2022/2001      Pembroke House 5-9 Pembroke Road Ruislip

Variation of Condition 2 of planning permission ref. 38324/APP/2019/4066, dated 13/03/2020 (Erection of detached building to accommodate office accommodation above existing parking) to amend elevations, infill of undercroft and provision of wc/shower room and kitchen to first floor offices (part retrospective).

**Decision:** 14-06-2023      Approved

38324/PRE/2000/151      Pembroke House Pembroke Road Ruislip  
PRE CORRES: CHANGE OF USE TO PART RESIDENTIAL

### **Comment on Relevant Planning History**

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

## **4. Planning Policies and Standards**

Development Plan:

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

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

Material Considerations:

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

### **Local Plan Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DME 3 Office Development

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DMEI 14 Air Quality

DMEI 9 Management of Flood Risk

DMHB 1 Heritage Assets

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 5 Areas of Special Local Character

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP E1 (2021) Offices

LPP G7 (2021) Trees and woodlands

LPP HC1 (2021) Heritage conservation and growth

LPP SD7 (2021) Town centres: development principles and Development Plan Documents

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP T6 (2021) Car parking

LPP T6.2 (2021) Office parking

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

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

NPPF2 NPPF 2021 - Achieving sustainable development

NPPF4 NPPF 2021 - Decision-Making

NPPF6 NPPF 2021 - Building a strong, competitive economy

NPPF9 NPPF 2021 - Promoting sustainable transport

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **24th August 2022**

5.2 Site Notice Expiry Date: Not applicable

## 6. Consultations

### External Consultees

31 neighbouring properties were consulted by letters dated 20th July 2022. A site notice was displayed on 26th July 2022 and a press notice was published on 3rd August 2022. Following the receipt of revised drawings and changes to the proposal description wording, neighbouring properties were re-consulted on 28th July 2023.

Five objections were received, and their comments are summarised as follows

- The building has not been built in accordance with the approved drawings
- The office hours of the building have never been published
- There is an enforcement notice ENF/434/21 attached to the building, regarding its alleged use as a self-contained flat
- The bathroom and kitchen facilities goes beyond what is required for an office
- The kitchen and bathroom should be removed
- The separation distance between the office building and Pembroke House is below the Local Plan's recommended 21 metres
- It poses a health and safety risk for neighbouring occupiers
- If approved, it will set a precedent for other buildings to be built not in accordance with approved drawings

PLANNING OFFICER RESPONSE: It should be noted that this application is not seeking to the change the lawful use of the application building as an Office. The point raised about the alleged use of the building as a self-contained flat is being investigated separately by the Council's Enforcement Department. There were no conditions attached to the original scheme allowed at Appeal in respect to the operating hours of the office building ( LPA: 38324/APP/2016/407, Appeal ref: APP/R5510/W/16/3155076). Material planning considerations are discussed in the following sections of this report. Sections 7.07-7.08 of the Committee Report discuss matters concerning the proposals impact on the character and appearance of the area and neighbouring residential amenities.

WARD COUNCILLOR: A Ward Councillor objects to this planning application as it is believed that the building seems unsuitable to be turned into residential accommodation, with a complete lack of amenity for new residents and loss of privacy to residents in Neyland Court.

PLANNING OFFICER RESPONSE: As previously mentioned, this S.73 planning application is not seeking any changes to the lawful use of the building for office purposes. The representations received about the alleged use of the building as self-contained residential accommodation are noted, however this is a separate matter, for consideration by the Council's Planning Enforcement Team. It is understood that an inspection (relating to Planning Enforcement Investigation Ref. ENF/434/21) did not establish that the building was in use as a residential dwelling/flat at that time.

RUISLIP RESIDENTS' ASSOCIATION: The original plans for 38324/APP/2016/407 were Approved after Ref. APP/R5510/W/16/31550756 was allowed on 11/11/2016 (LBH ref: 38324/APP/2016/407. The Inspector's decision report stated as follows:

1.1. "The appeal is allowed and planning permission is granted for the erection of a detached building to accommodate refuse storage at ground floor and office accommodation above".

1.2. "The development hereby permitted shall be carried out in accordance with the following approved plans: B.01; L.01; P.01; P.02; P.03; P.04; P.05; P.06; P.07".

16. "In terms of insulating the building from noise and providing an air extraction system to control the emission of noise and odour, the proposed use of the site as an office and general refuse storage area would not necessitate such measures".

Hence, the intention and rationale behind the decision to Allow the Appeal was on the basis that the building would be used for general refuse storage and an office above. No approval was given or intended for the changes that have taken place. The retrospective proposals "for minor elevational variations, relocation of refuse store and infilling of undercroft to create garage", and the internal changes on the first floor to provide a shower room and kitchen give the impression the building could be used for residential accommodation.

The documents submitted with these retrospective plans do not provide any details to provide any background to provide justification for the many changes that have been made to the original plans approved.

In summary the following additional information should be available to fully review and assess this planning application:

- A statement to summarise aims and objectives of the proposed changes to the building.
- Justification for the infill of the undercroft to create a garage.
- Who is to use the garage?
- Explanation where the refuse storage is located.
- Justification for the provision of ground floor WC, office reception and storage. What will be stored there?
- Justification for the provision of another WC, Shower facilities and Kitchen to first floor office.
- There is no indication of staff numbers who will access and use these offices and why they need shower and full cooking facilities.
- There is no indication of the openings times at these offices.
- Security arrangements.
- Disabled access arrangements to the offices. Is the Downstairs WC suitable for disabled access?
- Cycle parking provision for office staff or visitors.
- EVCP provision for office staff or visitors.

The building was granted planning permission for an office and general refuse storage. Now it has no refuse storage but includes a garage, two offices, two WCS, a shower and full kitchen provision. The building should not be considered for use as a self-contained residential property with a full suite of facilities that allow such usage. So, the provision of shower facilities and full kitchen facilities should be refused.

If these retrospective plans are approved then we request that conditions requiring the building to remain as B1 Office use to ensure that it does not become independent living accommodation.

**PLANNING OFFICER RESPONSE:** There is no validation requirement for the applicant to provide a summary or justification of the amendments being proposed as part of this subject S.73 planning application. The applicant has submitted scale drawings which clearly show the proposed amendments for which planning permission is being sought for, and this has been stated within their application form. Planning Officers are therefore fully satisfied that sufficient information has been provided to enable the assessment and determination of the S.73 planning application.

It should be clarified that a S.73 application (38324/APP/2018/164) was approved in 2018 for the variation of Condition 2 (approved plans) of the Secretary of State's Appeal Decision ref: APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) for minor elevational variations, relocation of refuse store and infilling of undercroft to create garage. Under this permission, the refuse store was re-located from inside the office building to an external location, adjacent to the flank wall of Pembroke House.

No conditions were attached to the original planning permission (reference 38324/APP/2016/407 ) restricting the hours of use of the office building or number of staff. It would therefore be unreasonable to introduce such a condition as part of this S.73 application, which is only seeking approval for the proposed amendments that have been made to the previously approved scheme.

The proposal is not seeking to make any changes to the approved number of on-site car parking spaces. As such, there is no requirement for electric vehicle charging points to be provided. In accordance with the requirements of the London Plan (2021), two cycle stores would be secured by condition, in the event of an approval.

The office building is accessed via existing security gates fronting Pembroke Road. It is therefore not considered reasonable to require details in respect to security measures to be secured by condition, especially given such were not attached to the previous permissions.

Please refer to Section 7.12 for the assessment on disabled access/inclusive design.

**MOD SAFEGUARDING- RAF NORTHOLT:** The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

The application is a proposal for Variation of Condition 2 (amended changes to internal layout) from planning ref 38324/APP/2018/164 relating to a two storey three office spaced detached building with ridge height not exceeding 5.5m.

The application site occupies the statutory safeguarding zones surrounding RAF Northolt - in particular, the height and birdstrike safeguarding zones surrounding the aerodrome - and it is approximately 2.22km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

#### **Internal Consultees**

**COUNCIL'S HIGHWAYS OFFICER:** As the proposed variation is linked to internal 'W.C' related changes only, there are no formal observations made.

COUNCIL'S URBAN DESIGN/CONSERVATION OFFICER: No comments.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of an office in this location has been established by the approved schemes.

It is acknowledged that the plans submitted as part of this application show that a kitchen (that includes an oven and hob) and a separate shower room have been installed at first floor level. These facilities did not form part of the approved plans for the schemes granted under planning permission 38324/APP/2016/407 & 38324/APP/2018/164. Following negotiations, revised drawings were submitted by the applicant showing that the existing oven and hob would be removed from the kitchen, as these facilities are of a residential nature and go beyond what might reasonably be expected in an office unit. In the event of an approval, a compliance condition would be secured requiring the hob and oven to be removed within 2 months of the date of the decision notice.

It is not uncommon for toilet, sink and shower facilities (especially for those who cycle to work) to be provided for employees in office premises. There is therefore no objection to the retention of the shower room. However, this is notwithstanding the points raised in the preceding paragraph in respect of the removal of the oven and hob.

Under the terms of a S.73 application, it is only the impact of the proposed minor changes that are for consideration. The principle of erecting an office building to the rear of Pembroke House cannot be revisited as this aspect has already been established through the aforementioned planning permissions. This current S.73 application does not propose any change to the lawful use of the building as office accommodation and will be assessed on this basis.

### **7.02 Density of the proposed development**

Not applicable.

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

The site falls adjacent to two heritage assets, the Ruislip Village Conservation Area and Midcroft, Ruislip Area of Special Local Character (ASLC). Please refer to section 7.07 of this Committee Report for the proposal's impact on the character and appearance of the area.

### **7.04 Airport safeguarding**

The site is designated within Northolt RAF 3km Air Safeguarding Buffer Zone. However, given the lawful office use of the building, and noting the nature of the amendments being sought under this current S.73 application, it is considered that the proposal would not give rise to any aircraft issues associated with RAF Northolt.

The Ministry of Defence- RAF Northolt (Safeguarding Department) has raised no objection to this proposal (refer to Section 6 for details).

### **7.05 Impact on the green belt**

Not applicable.

## 7.06 Environmental Impact

Covered in other sections of this report.

## 7.07 Impact on the character & appearance of the area

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

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

Policy DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that within Areas of Special Local Character, new development should reflect the character of the area and its original layout.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area.

The Inspector for the original scheme which was allowed at Appeal (APP/R5510/W/16/3155076) states the following in respect the impact on the character and appearance of the area.

"3. The appeal site is within the north-west corner of the car park situated to the rear of Pembroke House. It is immediately adjacent to the boundaries of the CA and ASLC to the west and north respectively.

4. It seems to me that the significance of the CA in this location lies in the form and appearance of buildings in relation to High Street and Pembroke Road. Several of the buildings in the immediate locality within the CA, though not Pembroke House which is marginally outside the CA, are characterised by a mansard design of roof accommodating rooms in the roof space.

5. The appeal site lies within the setting of the CA, in that the rear of buildings and associated yard spaces within the CA can be experienced from this location. Notwithstanding this, the car park where the appeal site is located is a private area serving Pembroke House, to which public access is therefore restricted and from which views of the CA are therefore restricted to car park users. The development and its surroundings would, however, also be visible to a degree from the rear of residential dwellings on Brickwall Lane to the north.

6. The backland space associated with the adjacent CA is generally characterised by single storey outbuildings. The proposal would be two storeys in height and therefore at odds with this prevailing pattern of development. However, the design of the proposed building, incorporating brick walls and a

mansard roof with hanging tiles, whilst different in appearance to Pembroke House, would be consistent with the design of buildings in the adjacent CA. Furthermore it would be markedly subordinate in scale compared with the massing of the tall buildings which enclose the site to the north and west, substantially hiding it from the public realm.

7. Therefore whilst the proposal would be a departure from the prevailing pattern of development, its design and scale would have appropriate regard to its surroundings. Having regard to these factors including its private backland location, the building would not result in any significant impact in terms of the experience of the setting of the CA. It would not therefore cause harm to its heritage significance.

8. The character of the ASLC as it relates to the site is formed by the substantial rear gardens of dwellings on Brickwall Lane. These gardens incorporate tall mature tree planting along the boundary adjoining the site. Whilst the proposed building would exceed the height of the boundary planting its orientation, design, limited scale and degree of separation from residential dwellings would respect the setting of the ASLC. Although concern has been expressed regarding the impact of the development on boundary planting, I have not been presented with any evidence to suggest that it would result in harm to nearby trees."

Following the above Appeal, a S.73 application (38324/APP/2018/164) was approved for a revised scheme showing the re-location of the bin store.

In respect to this current proposal, no changes are being proposed to dimensions or external appearance of the office building, compared to the scheme approved under permission 38324/APP/2018/164. It is therefore considered that the proposal would not cause harm to the character and appearance of the area, or the setting of the CA or ALSC.

### **7.08 Impact on neighbours**

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

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

This current S.73 proposal does not involve any changes to the external dimensions of the office building (Office 1F), compared to the scheme approved under permission 38324/APP/2018/164. As such, it is considered that the proposal has not caused undue harm to the amenities of neighbouring residential occupiers or the commercial occupiers of the adjacent office building (Building 1G), in respect to loss of light or outlook.

No changes are being proposed to Office 1F's approved fenestration treatment, and its lawful use as an office would remain the same as part of the current S.73 application. The proposal would therefore not give rise to privacy issues over and above previously approved schemes under 38324/APP/2016/407 and 38324/APP/2018/164.

In light of the above, it is considered that the proposed amendments made to the office building (Office 1F) have not unduly impacted upon the living conditions of neighbouring occupiers. This would be in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), in this regard.

### **7.09 Living conditions for future occupiers**

Not applicable.

### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

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

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Since Office 1F (the subject office building) was allowed at Appeal, a second office building (Office 1G) was allowed at Appeal (38324/APP/2018/2678). The impact regarding the loss of on-site car parking spaces as a result of Office 1G was considered by the Inspector for 38324/APP/2018/2678 who states the following in allowed Appeal Decision APP/R5510/W/18/3218019:

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

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

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

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

Following the issuing of the above Appeal Decision, planning permission was granted under a S.73 application reference 38324/APP/2016/407 to re-locate the refuse store within Office 1F to the flank wall of Pembroke House. It should be noted that the delegated report for 38324/APP/2016/407 states that the Highways Officer raised no objection, in respect to the parking and highway safety.



In terms of this current S.73 application, the garage parking space within Office 1F meets the prescribed dimensions found in Appendix C, Table 1 'Parking Standards' of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). A vehicle is therefore able to safely manoeuvre into and out of this space. Additionally, this current S.73 proposal retains the same number of car parking spaces within the wider car park of Pembroke House as that approved under planning permission 38324/APP/2016/407. Bearing these circumstances in mind, and noting that the car parking permits are currently issued and controlled by the owners of the building, it is considered that the proposal would not exacerbate the demand for street parking or prejudice highway safety.

The proposal would therefore accord with the objectives of policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy T4 and T6 of the London Plan, and paragraph 111 of the NPPF (2021).

#### **BICYCLE PROVISION:**

Policy T5 of the London Plan (2021) states that developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, which requires 1 long stay employee cycle space per 150 sqm GEA and 1 short stay visitor cycle space for the first 5,00 sqm.

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

To comply with Policy T5 of the London Plan (2021), the proposal is required to provide 1 long stay and 1 short stay cycle space. The submitted revised ground floor plan indicates that two cycle spaces would be provided. In the event of an approval, a compliance condition would be secured requiring the cycle provision to be installed in accordance with the submitted specification details. Subject to such a condition, it is considered that the proposal would provide secure and accessible cycle space provision for the users of the office building in compliance with Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021).

#### **7.11 Urban design, access and security**

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

#### **7.12 Disabled access**

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should, amongst other criteria, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment.

The office building is accessed via an internal staircase. It does not contain lift provision, which means the access arrangement puts disabled people at a disadvantage, contrary to Policy D5 of the London Plan (2021). However, the constructed staircase access arrangement is no different to the scheme originally approved and consequently, it is considered that a refusal on this ground would be unjustifiable, in the event of an Appeal.

#### **7.13 Provision of affordable & special needs housing**

Not applicable.

## 7.14 Trees, landscaping and Ecology

### TREES AND LANDSCAPING:

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure.

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

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

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

There are trees at and adjacent to the rear boundary of the application site. However, none of them are protected by a Tree Preservation Order (TPO). The footprint of the office building has not resulted in its rear building line projecting any closer to the rear site boundary above the scheme originally approved under allowed Appeal Decision 38324/APP/2016/407 and varied under 38324/APP/2018/164. It is therefore considered that the proposal has not impacted upon the health of adjacent trees over and above that deemed acceptable under the original planning permission.

### ECOLOGY:

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

The office building is located in the north-western corner of Pembroke House's car park which is surfaced in hard standing. 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, and as such, an ecology assessment is not required. This position would be in accordance with 'Circular 06/05: Biodiversity and Geological Conservation- Statutory Obligations and their Impact within the Planning System' which states that, "...bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development."

## 7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The Site Layout Plan (drawing number P.02 Rev. A) attached to approved S.73 application 38324/APP/2018/164 showed that a refuse store for the office building would be re-located adjacent to the flank eastern wall of Pembroke House. The location of the bin store has been confirmed by

Planning Officers during a site visit. In the event of an approval, a compliance condition would be secured to ensure that the refuse store is retained as such. Refuse arrangements and collection in respect to the office building is organised by way of a private contractor.

Subject to the above condition, it is considered that the development would be able to provide a convenient location for refuse and recycling facilities in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 -Development Management Policies (2020).

#### **7.16 Renewable energy / Sustainability**

Not applicable.

#### **7.17 Flooding or Drainage Issues**

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

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

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

According to the Council's GIS, the site lies within a Critical Drainage Area. The proposal has not resulted in an increase to the footprint of the office building, when compared to the scheme approved under planning permission 38324/APP/2018/164. It is therefore considered that the development is unlikely to significantly exacerbate the risk of surface water flooding at the site.

In light of the above, it is considered that the proposal does not significantly increase the risk of flooding on the site or elsewhere. This is in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy SI 12 and SI 13 of the London Plan (2021) and the NPPF (2021).

#### **7.18 Noise or Air Quality Issues**

NOISE:

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

The lawful use of the application building as an office would remain the same as part of the current S.73 application. It is therefore considered that the proposal does not raise any significant noise issues in respect of impact on neighbouring residential occupiers.

## AIR QUALITY:

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

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

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

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

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

The site is located within an Air Quality Focus Area, however, having regard to the nature of the changes proposed as part of this S73 application, it is considered that the proposal does not raise any significant air quality issues. The proposal therefore accords with Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

### 7.19 Comments on Public Consultations

Covered in Section 6 of this Committee Report.

### 7.20 Planning obligations

COMMUNITY INFRASTRUCTURE LEVY:

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

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for office developments is £35 per square metre of additional floorspace. This in addition to the Mayoral CIL charge of £60 per square metre. The proposal is considered to be CIL liable in the event that planning permission is granted.

### 7.21 Expediency of enforcement action

The application has been submitted in an attempt to regularise matters relating to a Breach of Condition Notice. If the planning application is refused (contrary to officer recommendation), the matter will be referred back to the Council's Planning Enforcement Team.

### 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**

For the reasons set out in this Committee Report, it is considered that the proposal would comply with

the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Section 2 of the Committee Report.

## **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)

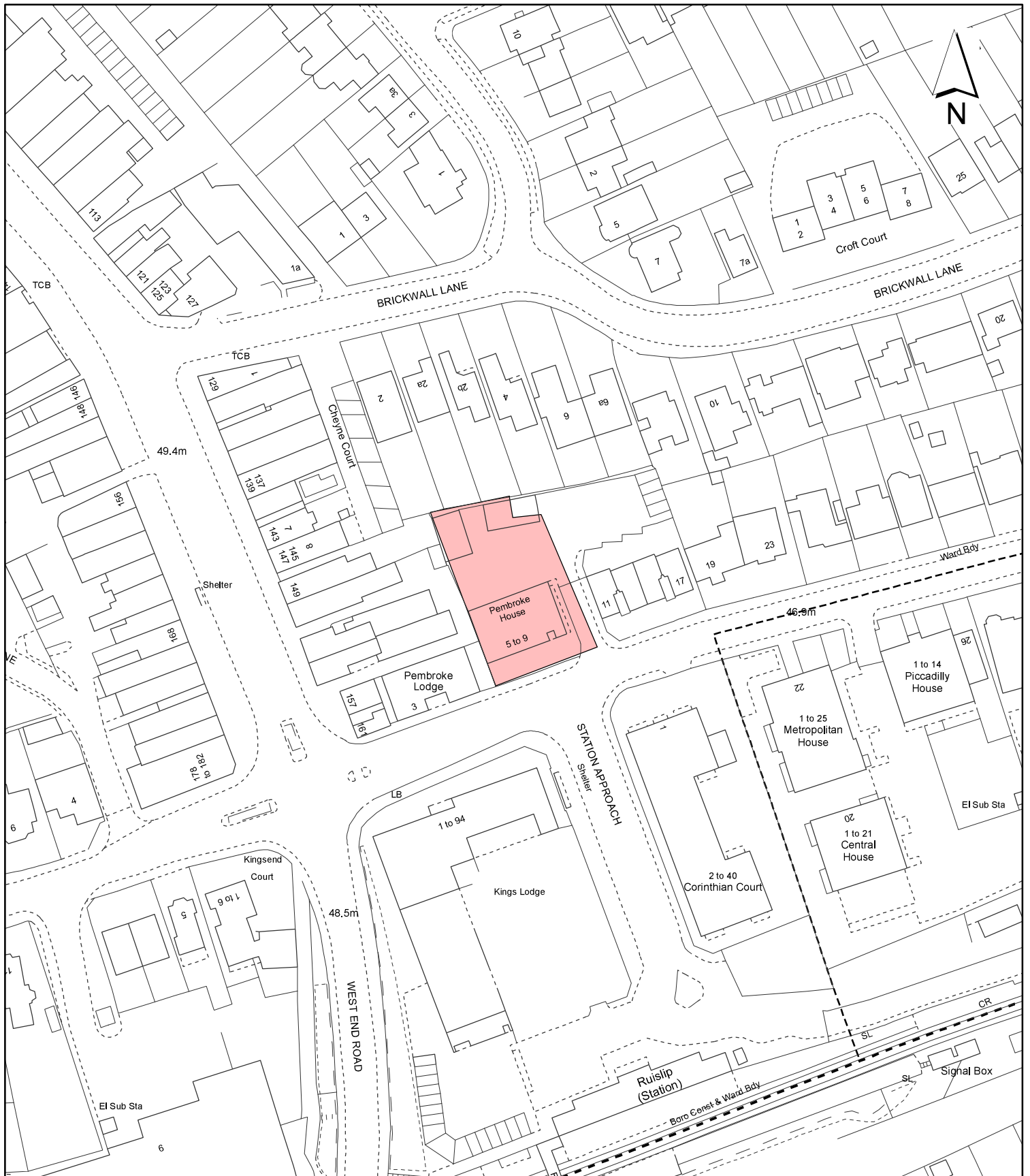
Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:**

Nesha Burnham

**Telephone No:**

01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Pembroke House,  
Ruislip**

Planning Application Ref:

**38324/APP/2022/2010**

Planning Committee:

**BoroughPage 145**

Scale:

**1:1,250**

Date:

**September 2023**

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

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



**HILLINGDON**  
LONDON

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## Report of the Head of Development Management and Building Control

**Address:** 12 MARSWORTH CLOSE HAYES  
**Development:** Erection of single storey side/rear extension.  
**LBH Ref Nos:** 77767/APP/2023/1355

**Drawing Nos:** 01A  
02A  
03A  
04A  
05A  
06A  
07A

**Date Plans received:** 10-05-2023                      **Date(s) of Amendments(s):**

**Date Application valid** 10-05-2023

**Recommendation: Approve subject to Conditions**

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

The application property comprises a two storey end terraced house with attached garage located on the north western side of Marsworth Close in Yeading. The property is in the process of being extended to the rear of the garage and to the rear of the house at single storey level. The property does not benefit from permitted development rights and the applicant has submitted an application for consideration.

The site lies within the Hillingdon Air Quality Management Area and has a Public Transport Accessibility Rating Level of 1a (poor).

#### 1.2 Proposed Scheme

Permission is sought for a side and rear wrap around extension.

Some work has already been undertaken on the extension, but this has now stopped pending a decision on this application. In the assessment of the application, it was noticed that there was some discrepancies in the plans, with the size of the existing garage to the property being marginally overstated. Amended plans have been received correcting this.

#### 1.3 Relevant Planning History

**Decision:**

**Appeal:**

### **Comment on Planning History**

There is no recent relevant planning history pertaining to this property. It is however noted that permitted development rights for extensions were removed under condition 6 of the original planning permission for the development of the property Ref: 40430/E/88/2835.

## **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**

The Brag Committee and 7 neighbouring properties were consulted by letter dated 12.5.23.

Three letters of objection have been received raising the following summarised concerns:

1. Loss of light. Has a 45 degree test been done?
2. Overbearing form of development. Big, bulky and overbearing.
3. Loss of privacy
4. Raising of land level to side and rear resulting in loss of privacy.
5. Cumulative impact of extension with others to neighbouring properties
6. There should be a site visit to assess impact.
7. Applicant wishes to turn property into HMO.
8. Applicant has previously unlawfully constructed an outbuilding

### **PLANNING OFFICER COMMENT:**

A site visit has been undertaken to assess the impact of the extension.

Conversion to an HMO does not form part of this application.

There was no outbuilding present at the time of the site visit.

All other material issues raised in representations are addressed in the main body of the report (below).

The application has been called to committee by a Ward Councillor. The Ward Councillor shares the concerns of a neighbouring resident, that the development is un-neighbourly and detrimental to the ability for the resident to enjoy the amenity of their garden.

#### 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

DMHD 1 Alterations and Extensions to Residential Dwellings

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

NPPF12 NPPF 2021 - Achieving well-designed places

#### 5. MAIN PLANNING ISSUES

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

##### DESIGN / CHARACTER AND IMPACT ON THE AREA

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

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

With regard to rear extensions Policy DMHD1 requires:

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or

sloping roofs should not exceed 3.4 metres in height, measured from ground level;

With regard to side extensions Policy DMHD1 requires:

- i) side extensions should not exceed half the width of the original property;
- ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;
- iii) garages should reflect the size guidelines set out in Appendix C Parking standards; iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;

The proposed extension would wrap around the rear of the existing property, projecting 3.6m where it adjoins 13 Marsworth Close and be completed with a conservatory style roof. The side element of the extension would extend to the rear of the garage at a width of 1.96m and depth of 7.01m, finished with a flat roof measuring 2.94m in height. A high level window is proposed in the side elevation to serve the proposed utility room. A pedestrian access path is retained to the side of the proposed extension which is laid to a new patio level (raised by 100mm in height). It would be set away from the south-western boundary of the site by 0.88m.

In visual terms, the proposed extensions are considered to relate satisfactorily to the architectural integrity of the host dwelling and others within the terrace. The extensions would appear subordinate in scale and would not be easily visible from the public realm.

Therefore the impacts on the appearance of the dwelling, and character and appearance of the area are considered acceptable, and compliant with planning policy.

## RESIDENTIAL AMENITY - IMPACT ON NEIGHBOURING PROPERTIES

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 properties that adjoin the site are Nos. 9 (north-west), 10, 11 (both to the west) and 13 Marsworth Close (to the east).

Number 9 Marsworth Close is located to the rear of the application property. The proposed rear extension would result in a reduction in the separation distance to 8.5m, at an angle, with an intervening 1.8m high fence. It is considered that the proposed extension would not result in an unacceptably dominating impact or loss of privacy on the rear facing windows of Number 9 Marsworth Close.

With regard to the impact on 10 Marsworth Close, the proposed extension would be separated from the boundary with this property by a gap of 0.88m. 10 Marsworth Close would be separated from the development by a further 10m, the length of its rear garden. As such there would not a significant loss of light or outlook to this property. With regard to privacy, ground levels within the site would only be raised by 100mm from the path and patio. This would not give rise to significant additional overlooking, and could in any case be completed as permitted development. The side facing window to the proposed extension would be high level and would not provide views into the rear garden of Number 10

Marsworth Close. It is considered reasonable to impose a condition requiring this window to be retained as such. Views of the extension from 10 Marsworth Road would be limited by the existing boundary treatment. Given the separation distance previously mentioned it is not considered that there would be a significant impact on outlook that would warrant a sustainable reason for refusal.

No.11 Marsworth Close, being the adjoining Semi to No.10, faces towards the existing garage to the side of the application property. There would be no significant impact on the amenities to this property.

Number 13 Marsworth Close adjoins the application property to the north-east. The pair of properties are staggered so that No.13 is set 0.8m deeper in its plot than No.12. This reduces the impact of the extension, which would project 2.9m beyond the rear wall of Number 13. As such the proposal is not considered to give rise to an undue loss of light or outlook. There would be glazing to the side wall of the conservatory. However, the plans indicate that this would be obscurely glazed. The existing boundary fence would be retained, which would limit the extension's impact in terms of light overspill and perception of overlooking. A condition would secure this elevation as obscurely glazed in perpetuity.

Overall it is not considered that there would be significant harm arising from the development, either on its own merits or cumulatively with other extensions to neighbouring properties.

#### RESIDENTIAL AMENITY - APPLICATION PROPERTY

It is considered that all the proposed habitable rooms, and those altered by the proposed development, would maintain an adequate outlook and source of natural light, therefore complying with the requirements of Policy D6 of the London Plan (2021).

A sufficient amount of private amenity space would be retained post development to meet the standards set out in Table 5.3 (Private Outdoor Amenity Space Standards) of the Hillingdon Local Plan Part 2: Development Management Policies (2020). The proposal, therefore, would not undermine the provision of external amenity space, in accordance with Policy DMHB 18 and Policy DMHD 1 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

#### PARKING AND HIGHWAY SAFETY

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The parking provision would remain unaffected by the proposal.

#### TREES AND LANDSCAPING

The scheme would have no impact on trees or landscaping of significance.

#### OTHER MATTERS

**Air Quality:** The site lies within the Hillingdon Air Quality Management Area, however the proposal raises no significant issues in this regard due to the nature of the proposed development (householder development).

**Drainage:** The site is not identified as at particular risk from flooding or drainage issues. Drainage will be satisfactorily controlled through the Building Regulations in this case.

## CONCLUSION

The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out below.

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 plans, numbers:

05A

04A

01A

07A

06A

03A

02A

#### 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.

**REASON**

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

**5. HO6 Obscure Glazing**

The utility room window facing south west 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).

**6. 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).

**7. HO6 Obscure Glazing**

The windows facing No. 13 Marsworth Close shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening for so long as the development remains in existence.

**REASON**

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

**INFORMATIVES**

1. 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](http://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.

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 (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.
3. 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.

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 for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

**Contact Officer:**

Nicola Taplin

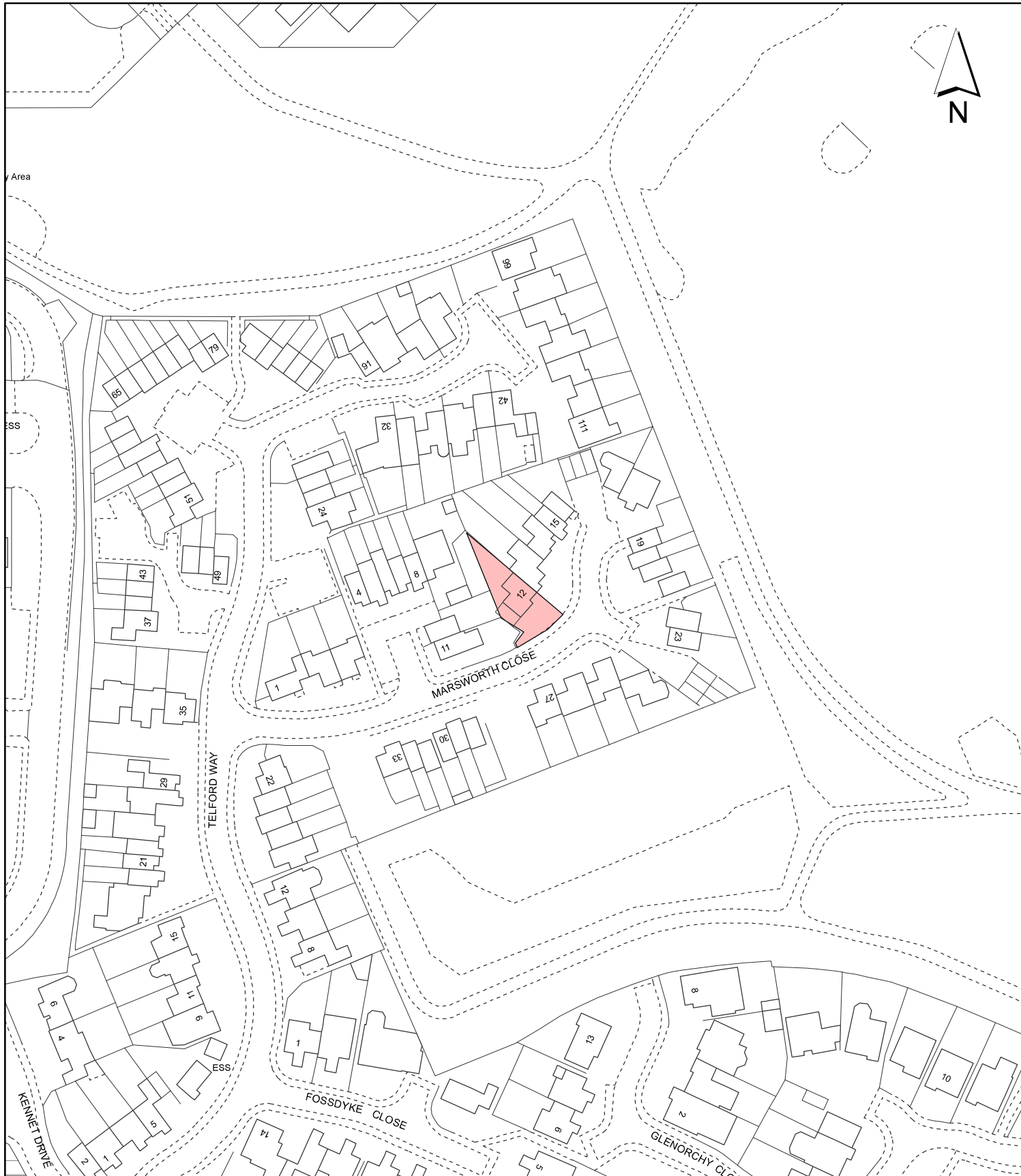
**Telephone No:**

01895 250230





Area



**Notes:**

 Site boundary

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Site Address:

**12 Marsworth Close**

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

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

Planning Application Ref:

**77767/APP/2023/1355**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 155**

Date:

**September 2023**



**HILLINGDON**  
LONDON

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# Plans for Borough Planning Committee

Tuesday 5th September 2023



**HILLINGDON**  
LONDON

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

**Report of the Head of Development Management and Building Control**

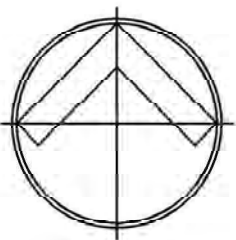
**Address:** GARAGES AT CRANFORD DRIVE HAYES

**Development:** Demolition of existing lock-up garages and construction of 4 no. 2-bedroom houses.

**LBH Ref Nos:** 77448/APP/2023/1159

KEY

— Site Boundary

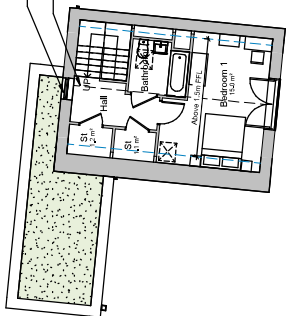
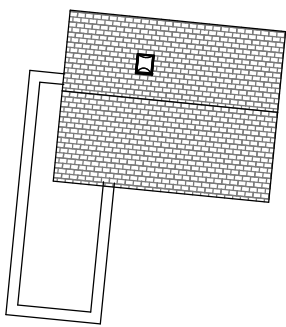


planning

Cranford Drive, Hayes, UB3  
Site Location Plan

drawing number	revision	scale @ A4	date	drawn	checked
1959 SLP-01	Page 159	1:1250	30.03.23	AA	SP





First Floor Plan  
1:100

Roof Plan  
1:100



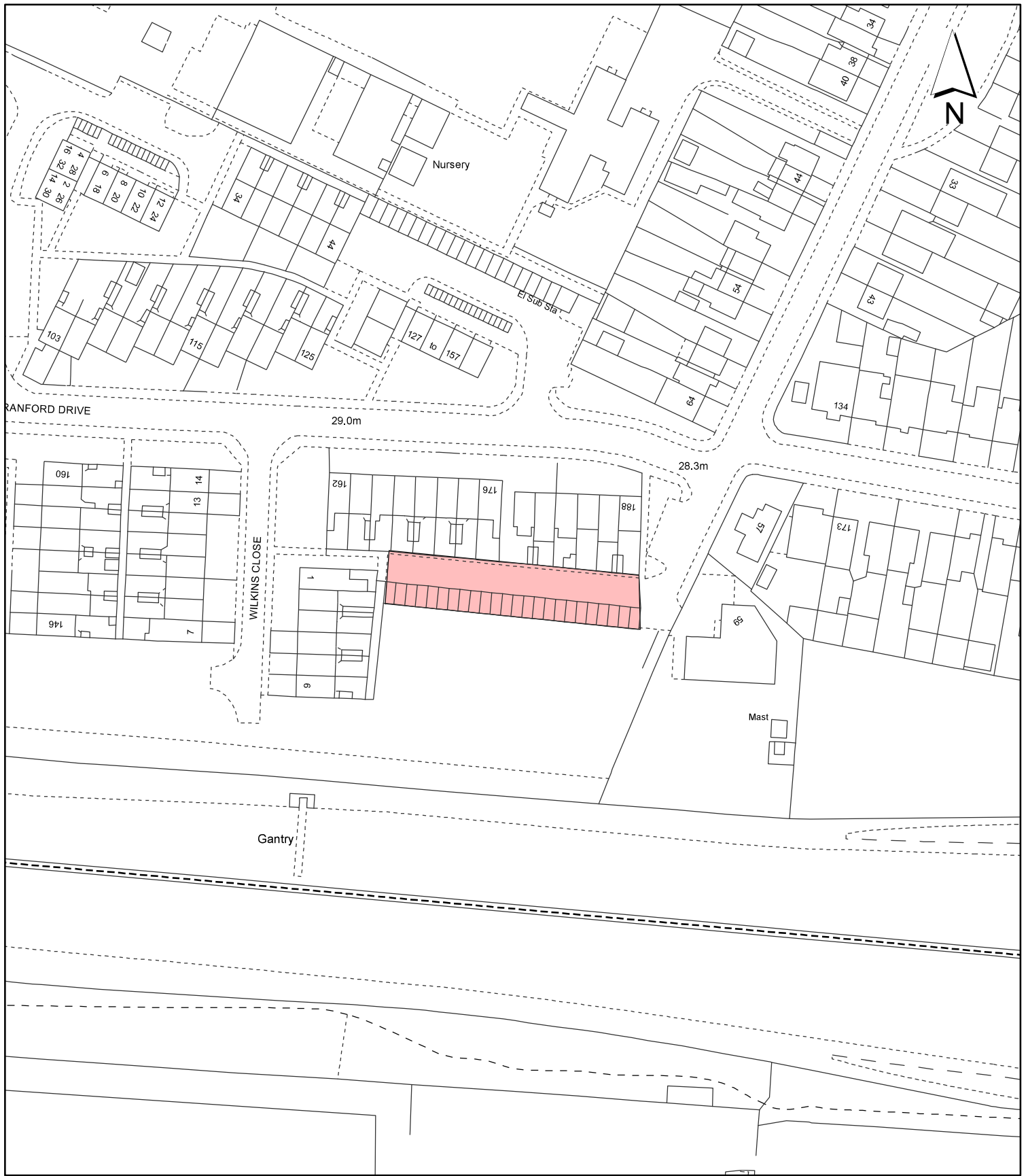
Ground Floor Plan  
1:100

Key	
	Existing tree retained
	Existing tree removed
	New tree
	Grassed lawn
	Non-slip paving (dot)
	Plain paving (brick)
	Tegular tuck paving
	Sealed gravel

8 09-08-23 Areas revised and clarified  
A 20-07-23 Section lines added  
Issue Date Description  
Drawing  
Planning  
Cranford Drive, Hayes  
Plans

1959\_P-01  
B 1:100  
13/03/23  
J.S. SC  
MEPK architects





**Notes:**

 Site boundary

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Site Address:

**Garages at Cranford Drive**

Planning Application Ref:  
**77448/APP/2023/1159**

Planning Committee:  
**BoroughPage 162**

Scale:  
**1:1,250**

Date:  
**September 2023**

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

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





**Report of the Head of Development Management and Building Control**

**Address:**

KIRK HOUSE 97 HIGH STREET YIEWSLEY

**Development:**

The provision of 8 residential dwellings in the existing loft space and external alterations to existing building including the extension of the roof, the provision of new dormer windows and external roof terraces

**LBH Ref Nos:**

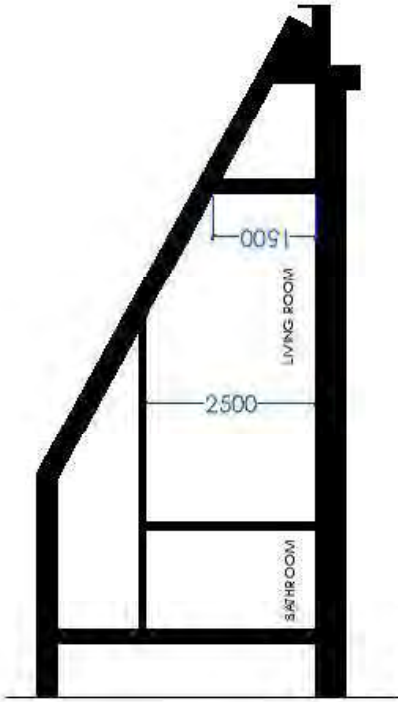
32928/APP/2023/753



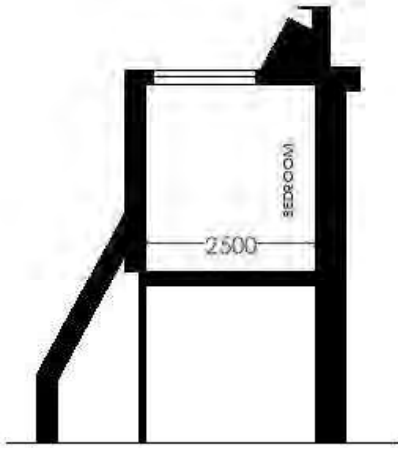


**FLAT 40 KIRK HOUSE**  
**97 HIGH STREET YIEWSLEY UB7 7GJ**  
**PLAN & SECTIONS**

DRAWING NO. 712 P. 301  
 04 JULY 2023  
 NTS

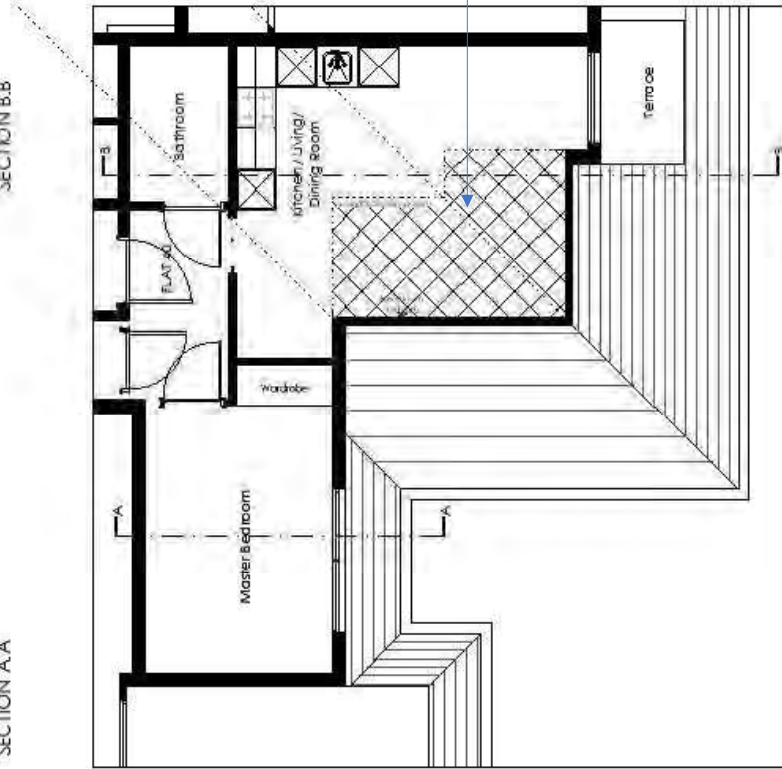


SECTION B.B



SECTION A.A

Floor Area of Flat 40 = 42.7 sq m  
 Area of Flat with ceiling height above 2.5m = 35.39 sq m  
**% area with ceiling height above 2.5m = 83%** (which is greater than the 75% minimum requirement.)



PLAN

Hatched area indicates ceiling height below 2.5m = 17% of floor area













**NOTES**

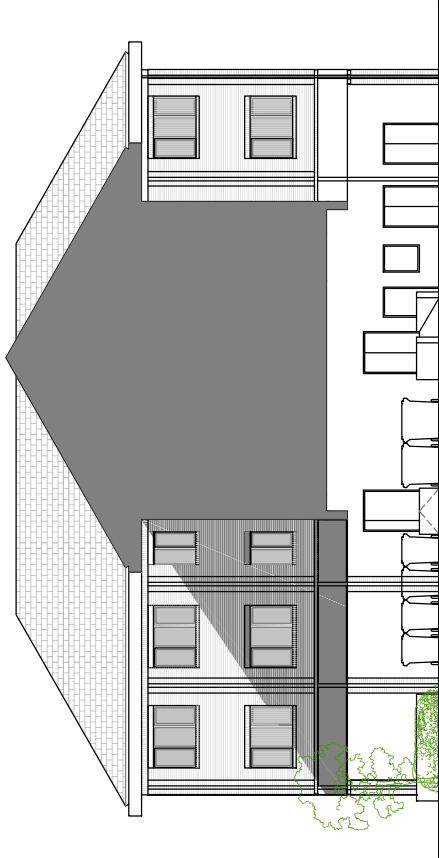
1. **SPACING** IN THE COPY LINE OF THE ARCHITECTS AND ANY OTHER INFORMATION IS FOR INFORMATION ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES AND TO COMPLY WITH THE RELEVANT REGULATIONS AND TO COMPLY WITH THE RELEVANT CODES OF PRACTICE AND STANDARDS.

2. **THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES AND TO COMPLY WITH THE RELEVANT REGULATIONS AND TO COMPLY WITH THE RELEVANT CODES OF PRACTICE AND STANDARDS.**

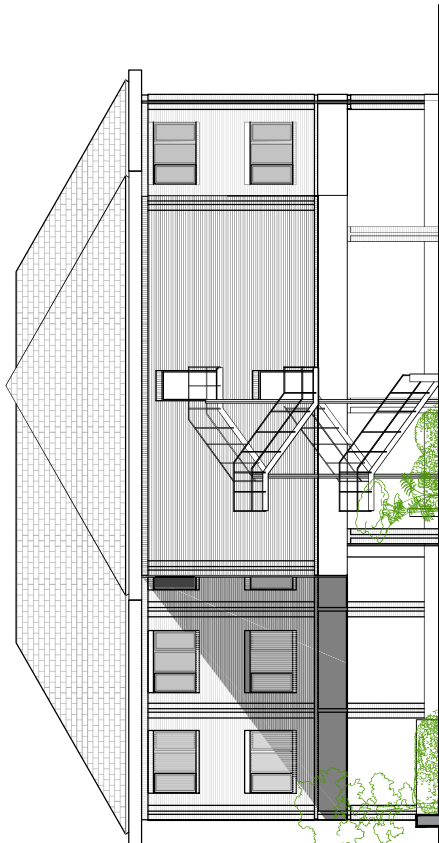
3. **THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES AND TO COMPLY WITH THE RELEVANT REGULATIONS AND TO COMPLY WITH THE RELEVANT CODES OF PRACTICE AND STANDARDS.**

4. **THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES AND TO COMPLY WITH THE RELEVANT REGULATIONS AND TO COMPLY WITH THE RELEVANT CODES OF PRACTICE AND STANDARDS.**

5. **THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES AND TO COMPLY WITH THE RELEVANT REGULATIONS AND TO COMPLY WITH THE RELEVANT CODES OF PRACTICE AND STANDARDS.**



PROPOSED NORTH-EAST ELEVATION



PROPOSED NORTH-EAST ELEVATION



PROPOSED NORTH-WEST ELEVATION

Issue No	PLANNING	REV. NO.	DATE	REASON

**PLANNING**

**EXISTING**  
SOUTH-WEST & NORTH-WEST  
ELEVATION

Revision					

**QUAD**

**KIRK HOUSE**  
97-109 HIGH STREET  
WEST DRAYTON, UB7 7QR

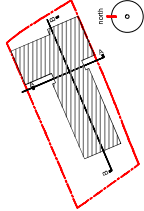
999B LOWER MORELATE ROAD  
RICHMOND UPON THAMES  
TW9 2JG

TEL +44 (0)20 8614 7950  
FAX +44 (0)20 8614 7969  
WEB www.quadplanning.com

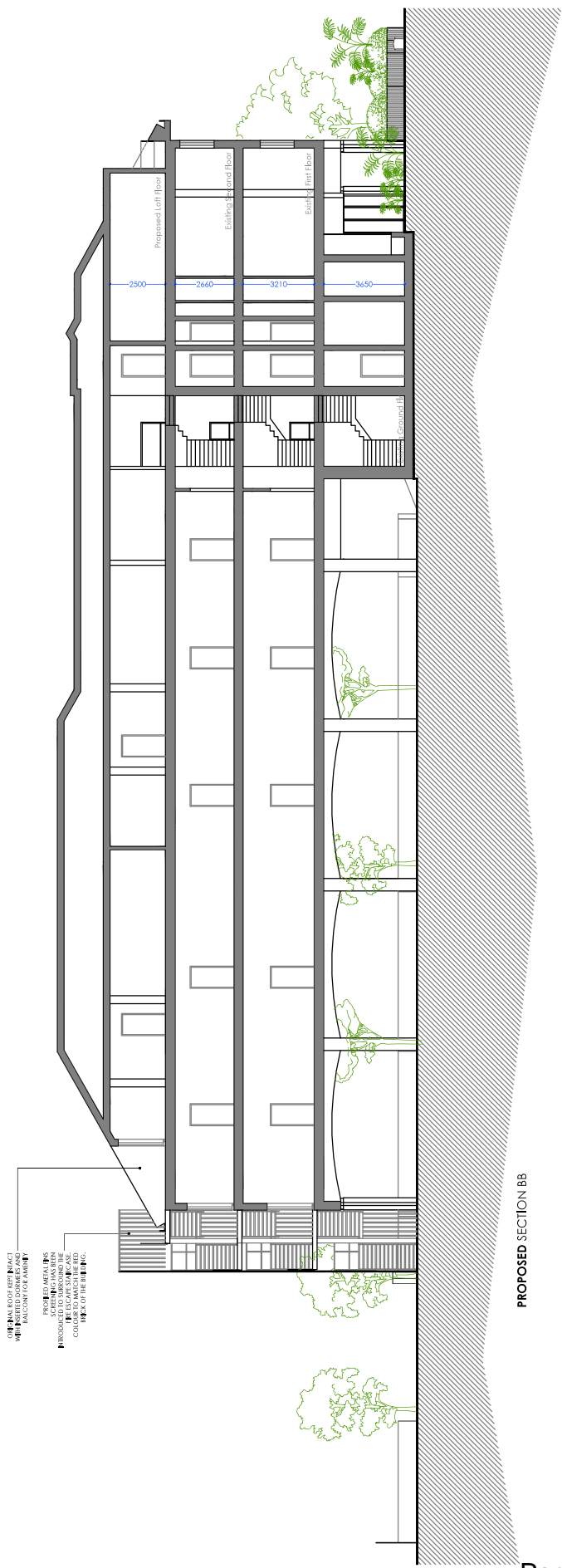




**NOTE:**  
 1. THE ARCHITECT'S RESPONSIBILITY IS TO PROVIDE THE CLIENT WITH A COMPLETE SET OF DRAWINGS AND SPECIFICATIONS THAT WILL BE SUFFICIENT TO OBTAIN PERMITS AND TO CONSTRUCT THE PROJECT.  
 2. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHER PROFESSIONALS.  
 3. THE ARCHITECT'S DRAWINGS AND SPECIFICATIONS SHALL BE INTERPRETED IN ACCORDANCE WITH THE BUILDING CODES AND REGULATIONS OF THE JURISDICTION IN WHICH THE PROJECT IS BEING CONSTRUCTED.  
 4. THE ARCHITECT'S DRAWINGS AND SPECIFICATIONS SHALL BE INTERPRETED IN ACCORDANCE WITH THE BUILDING CODES AND REGULATIONS OF THE JURISDICTION IN WHICH THE PROJECT IS BEING CONSTRUCTED.  
 5. THE ARCHITECT'S DRAWINGS AND SPECIFICATIONS SHALL BE INTERPRETED IN ACCORDANCE WITH THE BUILDING CODES AND REGULATIONS OF THE JURISDICTION IN WHICH THE PROJECT IS BEING CONSTRUCTED.

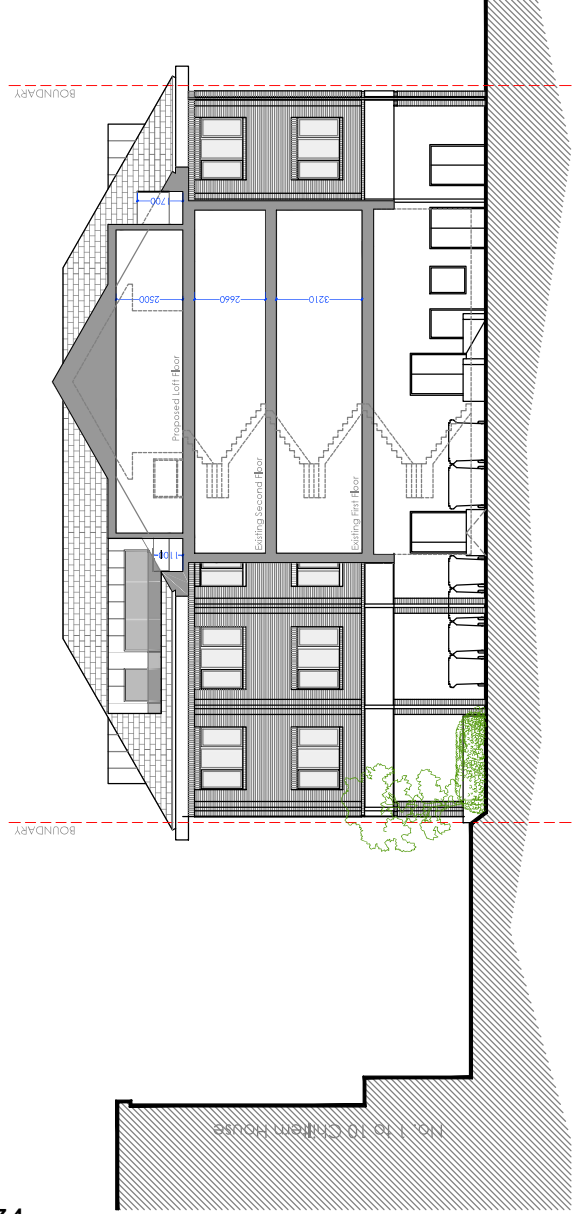


**SITE PLAN**



**PROPOSED SECTION BB**

ON THE ROOF DECK, THE ARCHITECT SHALL PROVIDE A COMPLETE SET OF DRAWINGS AND SPECIFICATIONS THAT WILL BE SUFFICIENT TO OBTAIN PERMITS AND TO CONSTRUCT THE PROJECT.



**PROPOSED SECTION AA**

**PLANNING**

**PROPOSED SECTIONS AA & BB**

Revision:	1	7/24/2023
Drawn By:	DB	Checked By:
Date:	JAN, 2023	By:

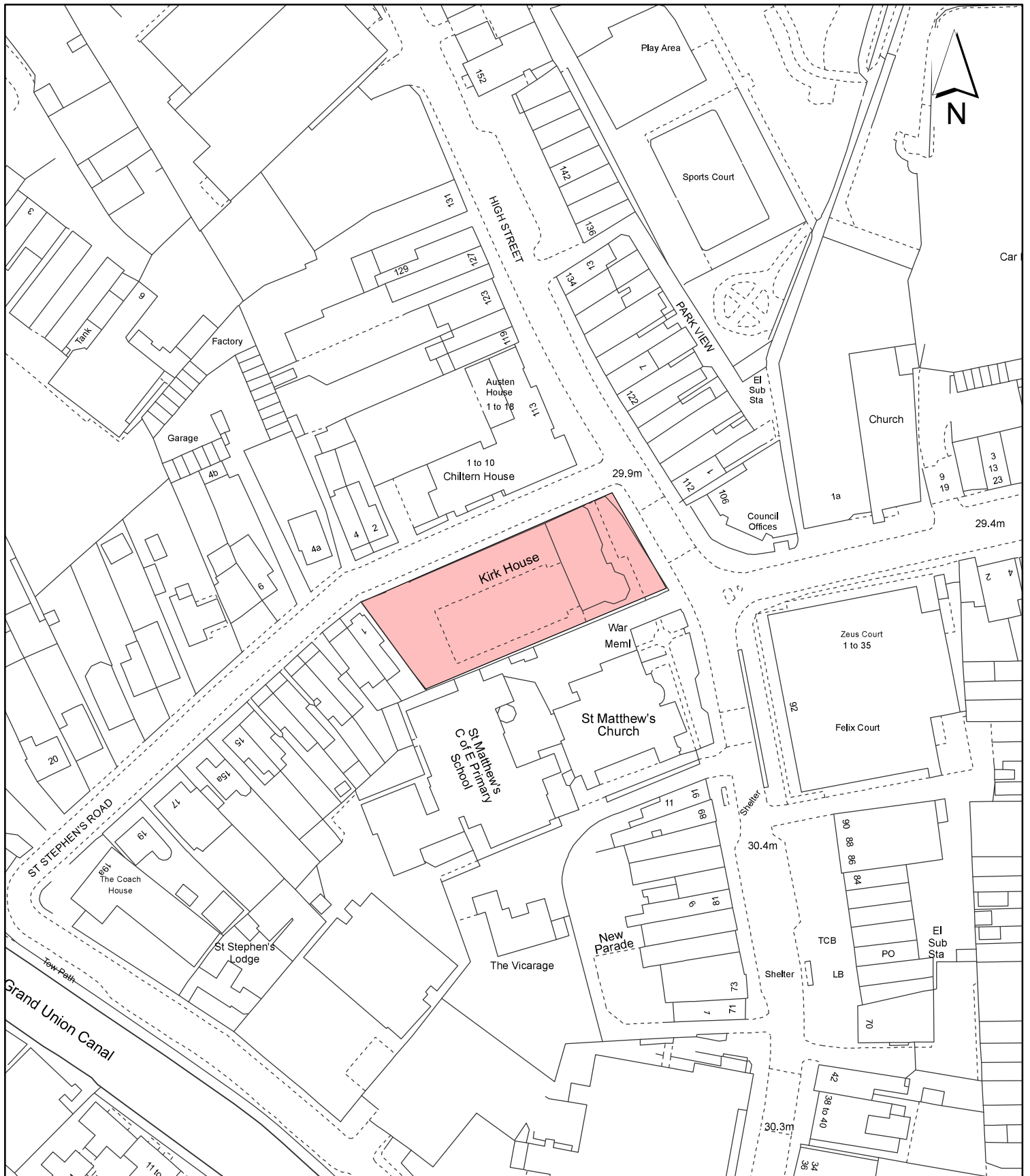
**KIRK HOUSE**  
 97-109 HIGH STREET  
 WEST DRAYTON, UB7 7QR

9998 LOWER MORELATE ROAD  
 RICHMOND UPON THAMES  
 TW9 2JG

TEL: +44 (0)20 8614 7950  
 FAX: +44 (0)20 8614 7969  
 WEB: www.gwspdesign.co.uk







**Notes:**

 Site boundary

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Site Address:

**Kirk House,  
97 High Street**

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

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

Planning Application Ref:

**32928/APP/2023/753**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 176**

Date:

**September 2023**



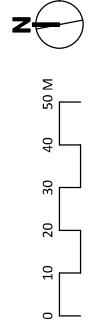
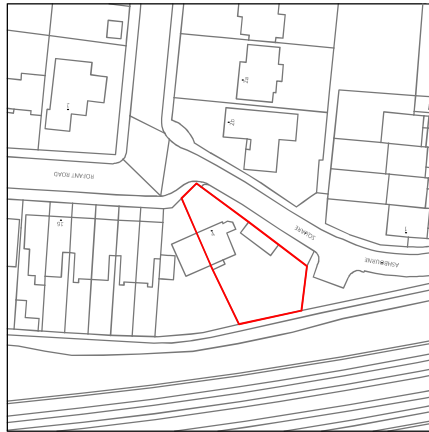
**HILLINGDON**  
LONDON

## **Report of the Head of Development Management and Building Control**

**Address:** 4 ROFANT ROAD NORTHWOOD

**Development:** Demolition of existing outbuilding and demolition of part single storey addition to existing house. Construction of new single accessible dwelling.

**LBH Ref Nos:** 6923/APP/2023/545



ISSUE	DATE	REVISION
NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AGAINST THE DRAWING. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. REFER TO ARCHITECT FOR CLARIFICATION.		

PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **SITE LOCATION PLAN**



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PROJECT #	2022.025	DATE #	19/10/2022	NO.	S01
DATE	19/10/2022	SCALE	1:1250	DRAWN BY	JC
PROJECT #	2022.025	DATE #	19/10/2022	NO.	S01

Areal Associates Ltd trading as aa architects  
 1000 Lakeside Drive, Lakeside, URB 9EN  
 t 01895 834861 e info@aa-plusuk w aa-plusuk





NOTE: DO NOT SCALE FROM DRAWINGS. USE REQUIRED DIMENSIONS ONLY. CHECK ALL DIMENSIONS ON SITE PRIOR TO ANY CONSTRUCTION AND REPORT ANY DISCREPANCIES TO ARCHITECT OR CA.

PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MIR VHORA**

**PROPOSED SITE LAYOUT**

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PROJECT #	2022.025	DWG. #	
DATE	20/02/2023		
SCALE	1:200		
DRAWN BY	JC		
CHECKED BY	JC		

Actual Associates Ltd trading as aa+ architects  
 Moor House Farm Lower Road Denham Uxbridge UB8 5EN  
 t 01895 834861 e info@aa+plc.uk w aa+plc.uk

**NOTES**

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

2. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

3. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

4. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

5. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

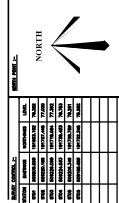
6. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

7. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

8. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

9. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

10. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.



**UTILITY NOTES**

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

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8. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

9. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

10. THE SURVEY IS BASED ON THE NATIONAL GRID AND THE DATUM IS THE NEW ZEALAND DATUM OF 1949.

**MIDLAND SURVEY LTD**

100 RIVERVIEW AVENUE, AUCKLAND, NEW ZEALAND

PH: 09 308 8888

FAX: 09 308 8889

WWW.MIDLANDSURVEY.CO.NZ

Page: 1 of 1

Date: 10/10/2017

Time: 10:10:10

Scale: 1:1000

Sheet: 1 of 1

Project: 100 RIVERVIEW AVENUE

Client: 100 RIVERVIEW AVENUE

Drawn: 100 RIVERVIEW AVENUE

Checked: 100 RIVERVIEW AVENUE

Approved: 100 RIVERVIEW AVENUE

Project Manager: 100 RIVERVIEW AVENUE

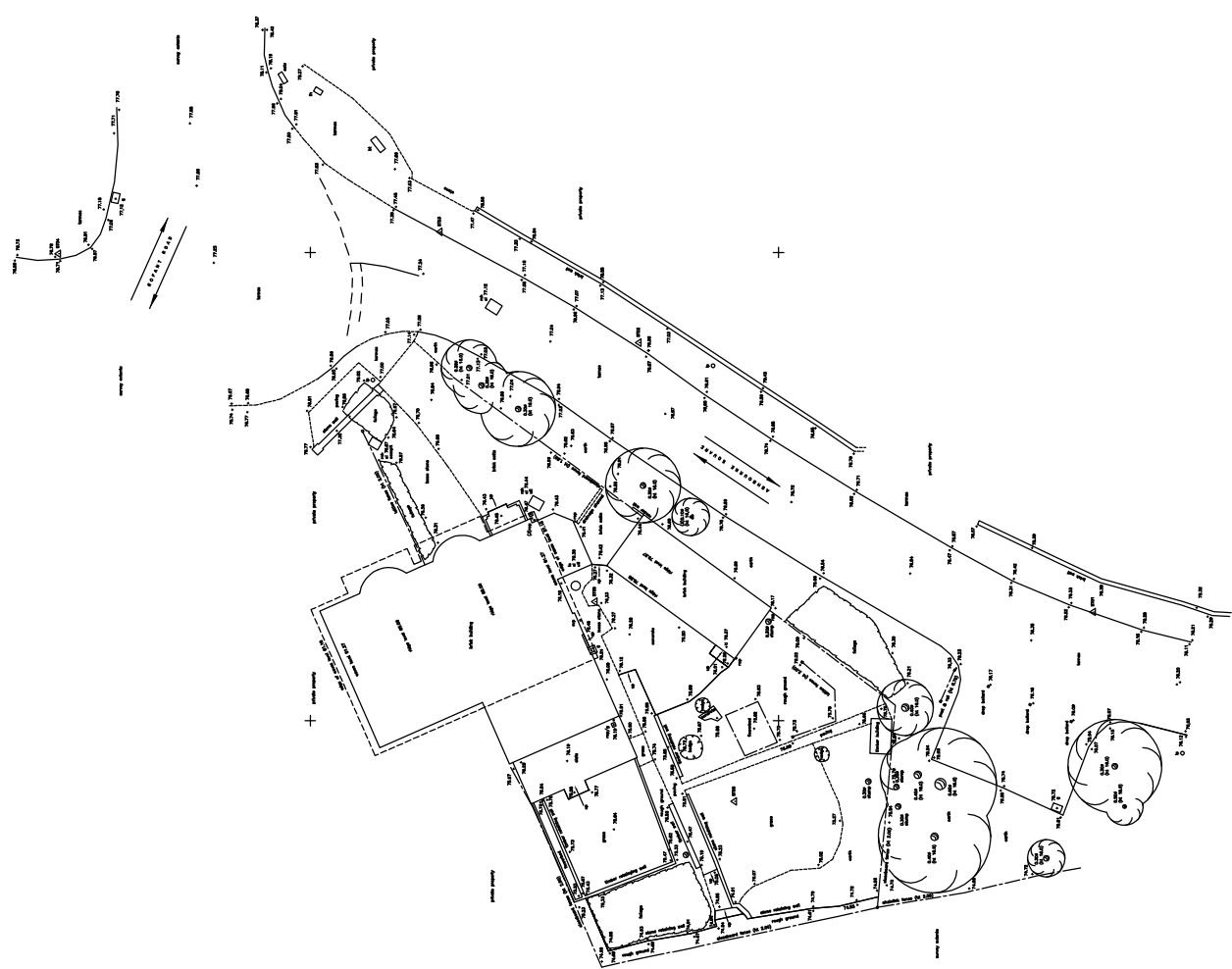
Project Engineer: 100 RIVERVIEW AVENUE

Project Surveyor: 100 RIVERVIEW AVENUE

Project Drafter: 100 RIVERVIEW AVENUE

Project Checker: 100 RIVERVIEW AVENUE

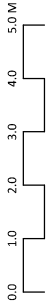
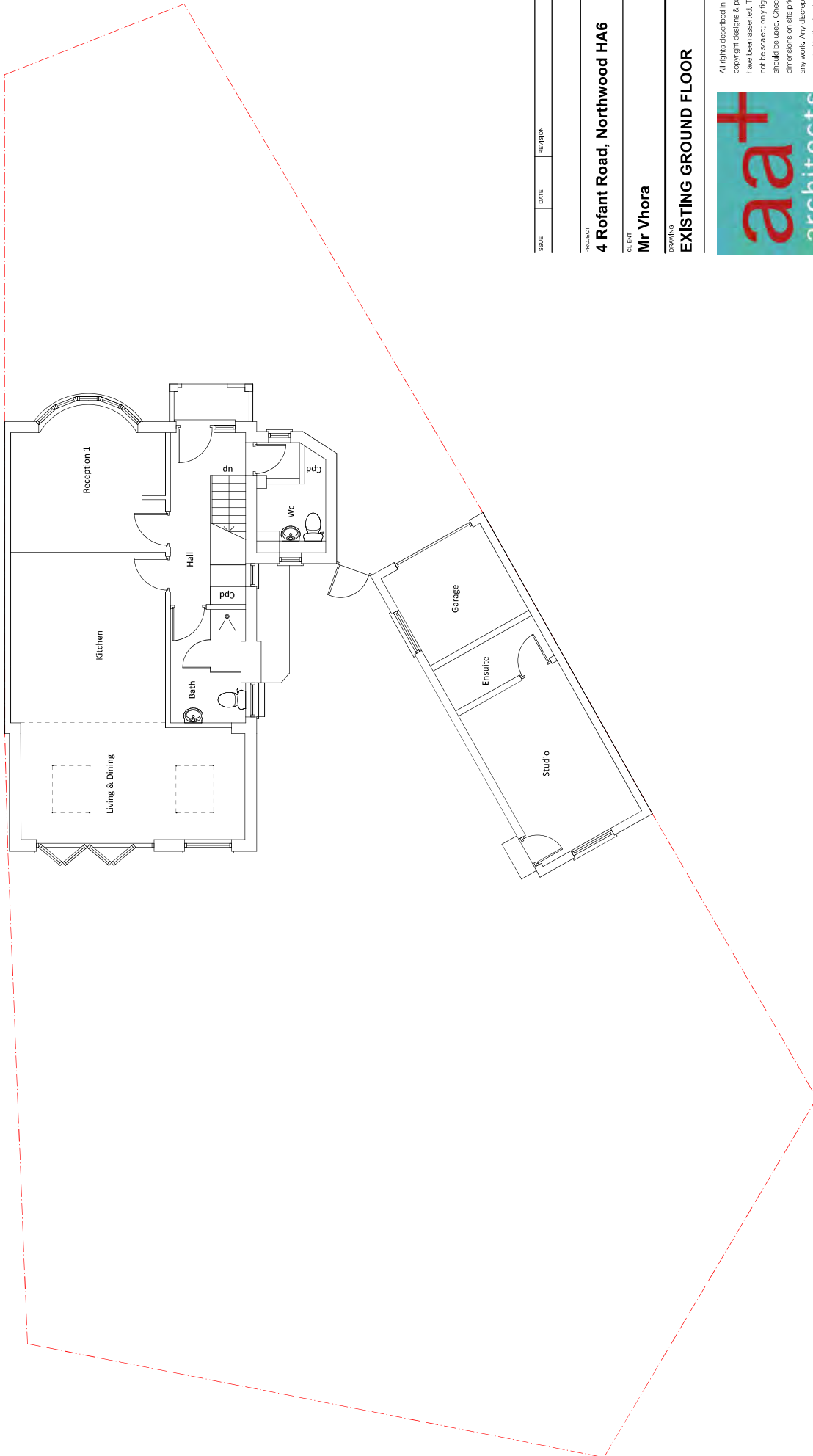
Project Approver: 100 RIVERVIEW AVENUE





General Notes

1. Survey information provided by others



ISSUE	DATE	REVISION

PROJECT  
**4 Rofant Road, Northwood HA6**

CLIENT  
**Mr Vhora**

DRAWING  
**EXISTING GROUND FLOOR**



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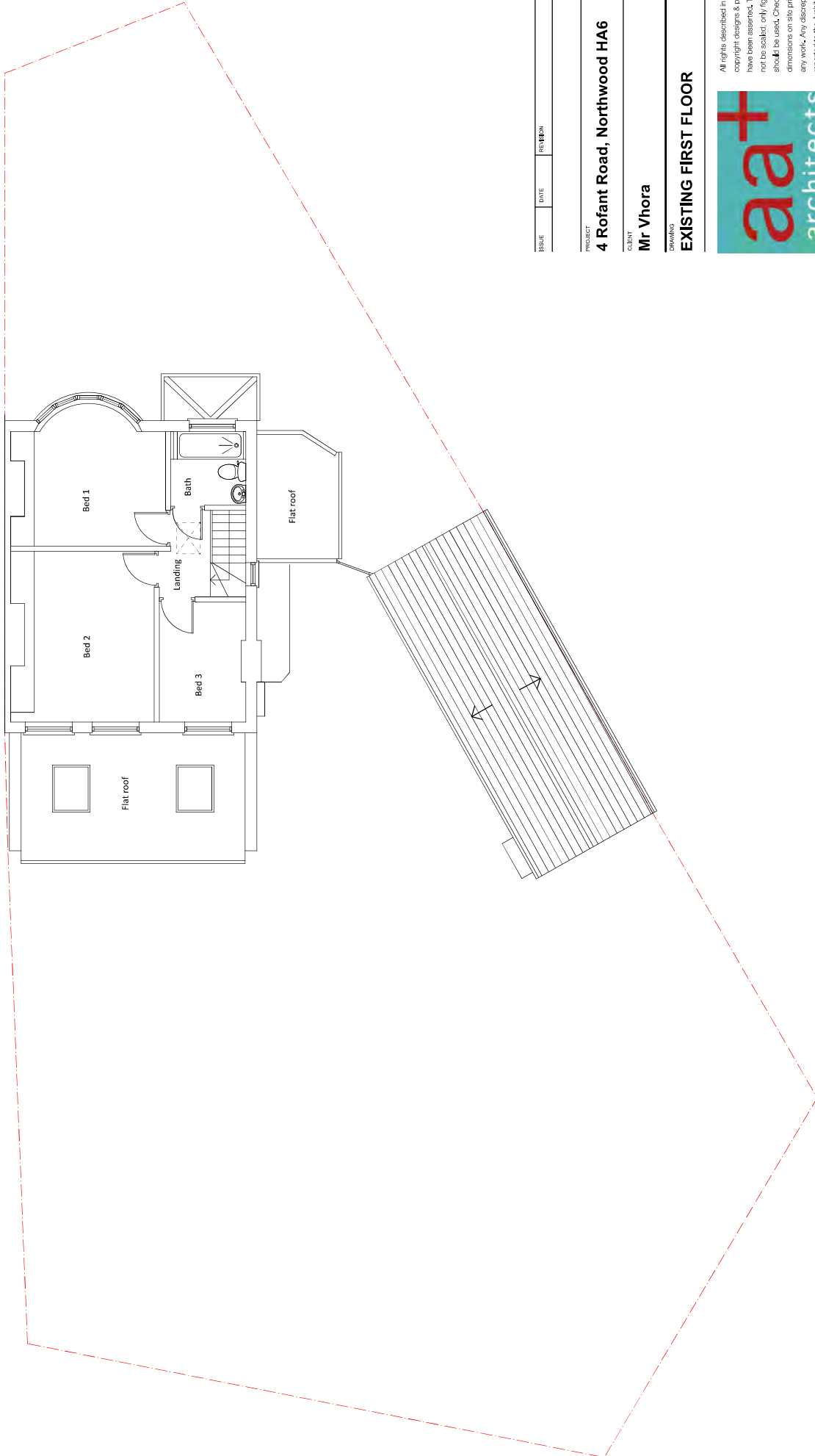
PROJECT #	DWG #	REV
<b>2022.025</b>		
DATE	06/03/2023	
SCALE	<b>1:100</b>	
DRAWN		
By others		

**S10**

**Akaal Associates Ltd trading as aat+ architects**  
 Moor House Farm Lower Road Denham Uxbridge UB8 5EN  
 t 01895 534961 e info@aat-plusuk w aat-plusuk

General Notes

1. Survey information provided by others



ISSUE	DATE	REVISION

PROJECT  
**4 Rofant Road, Northwood HA6**

CLIENT  
**Mr Vhora**

DRAWING  
**EXISTING FIRST FLOOR**



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PROJECT # **2022.025** DWG # **REV**

DATE **06/03/2023**

SCALE **1:100**

DRAWN **By others** CHECK

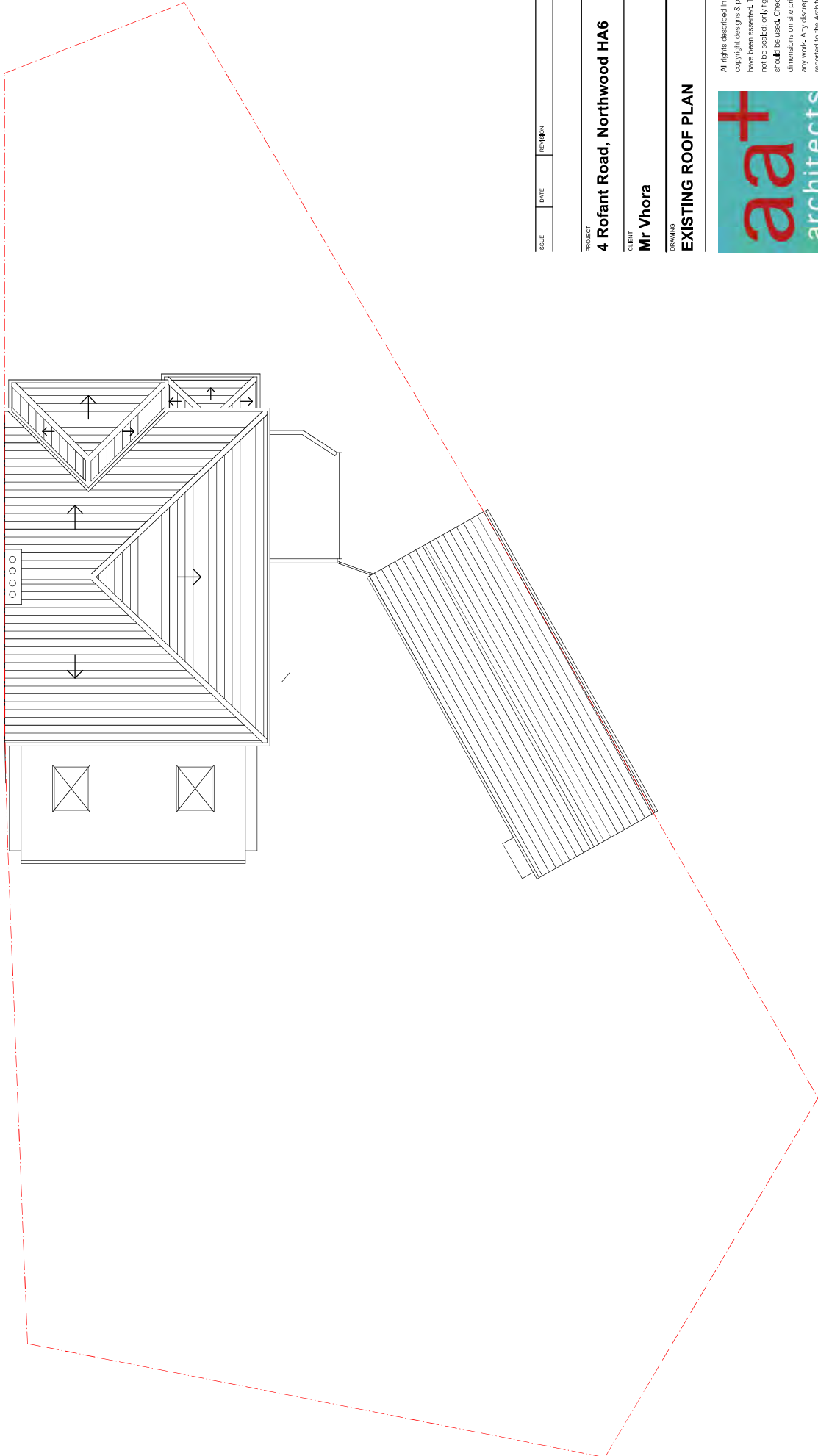
**S11**



**Akaal Associates Ltd trading as aa+ architects**  
Moor House Farm Lower Floor Denham Uxbridge UB8 5EN  
t 01895 534961 e info@aa-plusuk w aa-plusuk

General Notes

1. Survey information provided by others



ISSUE	DATE	REVISION
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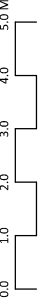
PROJECT  
**4 Rofant Road, Northwood HA6**

CLIENT  
**Mr Vhora**

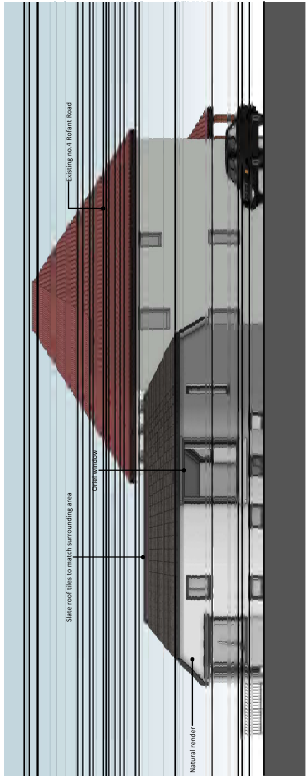
DRAWING  
**EXISTING ROOF PLAN**



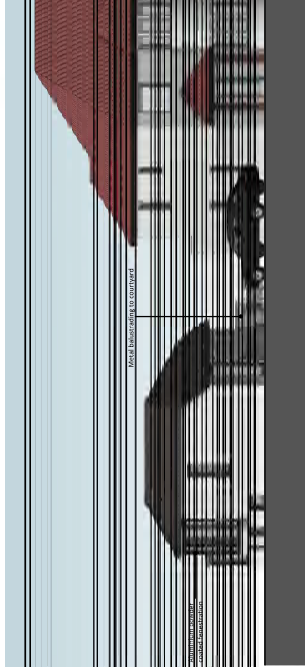
PROJECT #	DWG #	REV
<b>2022.025</b>		
DATE	06/03/2023	
SCALE	<b>1:100</b>	
DRAWN	By others	



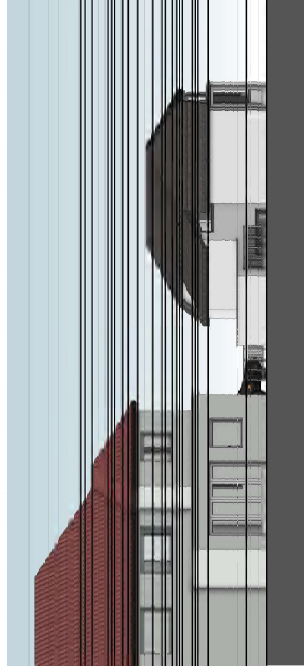
Akaal Associates Ltd trading as aa+ architects  
Moor House Farm Lower Road Denham Unbridge UB8 5EN  
t 01895 534961 e info@aa-plusuk w aa-plusuk



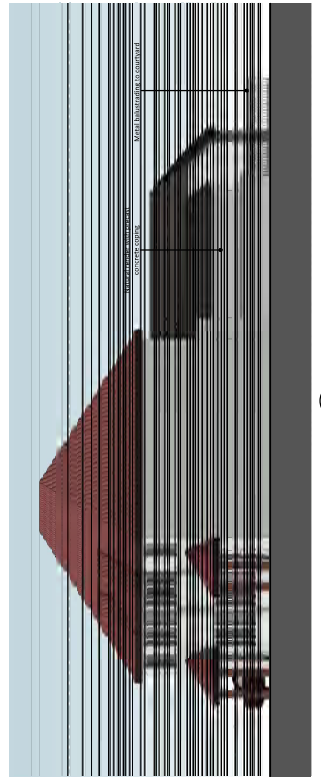
2 SOUTH  
Scale: 1:100



3 EAST  
Scale: 1:100



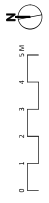
4 WEST  
Scale: 1:100



5 NORTH  
Scale: 1:100



1 ROOF  
Scale: 1:100



PRELIMINARY

DATE: 14/02/2023  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT: 4 ROFANT RD, NORTHWOOD, HA6 3BE

CLIENT: MR VYORA

PROPOSED ROOF PLAN + ELEVATIONS

2022.02.05

01/02/2023

1:100

C02

2022.02.05

01/02/2023

1:100

C02

AA+ architects

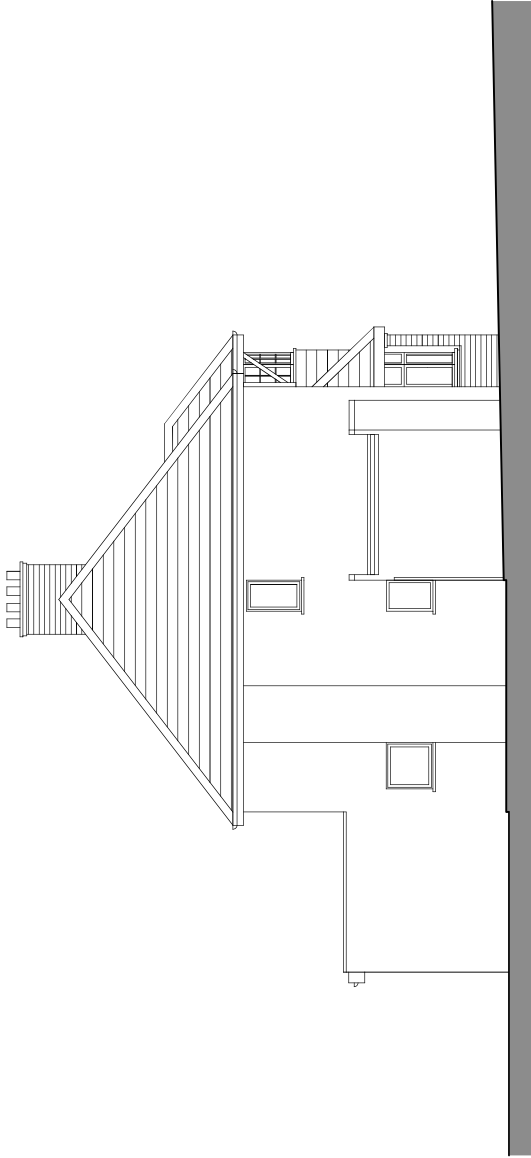
AA+ architects Ltd, 11th Floor, 100 Broad Street, London, W1P 3JF  
 AA+ architects Ltd, 11th Floor, 100 Broad Street, London, W1P 3JF  
 t: 01852 834951 e: info@aa+architects.co.uk

General Notes

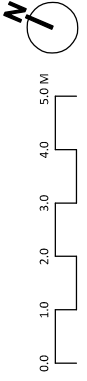
1. Survey information provided by others



1 WEST - Rear  
Scale: 1:100



2 WEST - Rear  
Scale: 1:100



ISSUE	DATE	REVISION

PROJECT  
**4 Rofant Road, Northwood HA6**

CLIENT  
**Mr Vhora**

DRAWING  
**EXISTING ELEVATIONS**



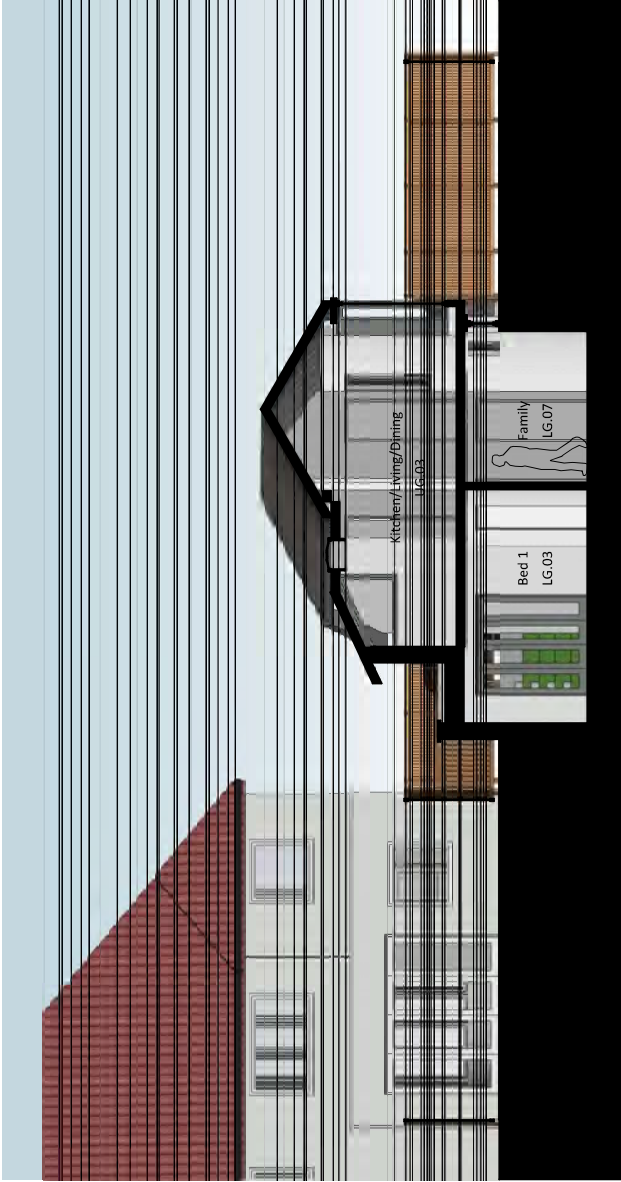
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PROJECT #	DWG #	REV
<b>2022.025</b>		
DATE	06/03/2023	
SCALE	<b>1:100</b>	
DRAWN	CHKO	
By others		

**S13**

**Akaal Associates Ltd trading as aa+ architects**  
Moor House Farm Lower Road Denham Uxbridge UB8 5EN  
t 01895 534961 e info@aa-plusuk w aa-plusuk

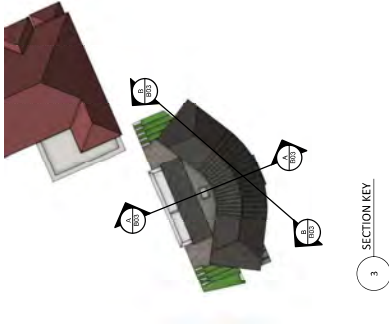




1 SECTION A-A  
Scale: 1:100



2 SECTION B-B  
Scale: 1:100



3 SECTION KEY

# PRELIMINARY

ISSUE	A	14/02/2023	Minor amendments
DATE			REVISION
NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AGAINST THE DRAWING INSTRUCTION AND REPORT ANY DISCREPANCIES TO ARCHITECT OR C.A.			
PRODUCT			

4 ROFANT RD, NORTHWOOD, HA6 3BE

CLIENT  
MR VHORA

## PROPOSED SECTIONS



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PROJECT #	2022.025	DATE	01/02/2023
SCALE	1:100	DRAWN BY	JC
REV			

B03 - A

Arsal Associates Ltd trading as aat architects  
 10000 Lakeside Drive, Lakeside Business Park, Uxbridge UB8 3EN  
 t 01895 834861 e info@arsalplusuk w arsalplusuk



New proposal not seen

PRELIMINARY

ISSUE	DATE	REVISION
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PROJECT  
**4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT  
**MR VHORA**

DRAWING  
**PROPOSED VIEW LOOKING WEST**



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PROJECT #	2022.025	DWG #	182
DATE	01/02/2023		
SCALE	NTS		
DRAWN BY	JC	CHECKED BY	JC

**Aa+ Associates Ltd** trading as **aa+ architects**  
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 t 01895 834861 e info@aa-plusuk w aa-plusuk



PRELIMINARY

ISSUE	DATE	REVISION
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PROJECT		
4 ROFANT RD, NORTHWOOD, HA6 3BE		
CLIENT		
MR VHORA		
DRAWING		
PROPOSED VIEW LOOKING SOUTH WEST		

NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AGAINST THE DRAWING FOR ACCURACY. INSTRUCTIONS AND REPORT ANY DISCREPANCIES TO ARCHITECT OR C.A.

PROJECT

4 ROFANT RD, NORTHWOOD, HA6 3BE

CLIENT

MR VHORA

DRAWING

PROPOSED VIEW LOOKING SOUTH WEST



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PROJECT #	2022.025	DWG #	REV
DATE	01/02/2023		
SCALE	NTS		C27
DRAWN BY	NTS	CHECKED BY	JC

Areal Associates Ltd trading as are architects  
 1000 Lakeside Drive, Lakeside, Uffinghams, Uffinghams, Uffinghams, Uffinghams  
 t 01695 834861 e info@are-plusuk w are-plusuk



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PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **PROPOSED VIEW LOOKING SOUTH WEST**



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PROJECT #	2022.025	DWG #	187
DATE	01/02/2023		
SCALE	NTS		<b>C22</b>
DRAWN BY	JB	CHECKED BY	JC

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 1000 Lakeside Drive, Lakeside, URB9 5EN  
 t 01895 834861 e info@aa-plusuk w aa-plusuk



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ISSUE	DATE	REVISION
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**PRODUCT**  
**4 ROFANT RD, NORTHWOOD, HA6 3BE**

**CLIENT**  
**MR VHORA**

**DRAWING**  
**PROPOSED VIEW LOOKING NORTH**



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<b>PROJECT #</b>	<b>2022.025</b>	<b>DATE</b>	<b>01/02/2023</b>
<b>SCALE</b>	<b>NTS</b>	<b>DRAWN BY</b>	<b>JC</b>
<b>CHECKED BY</b>		<b>DATE</b>	

**Areal Associates Ltd trading as aat architects**  
 1000 Lakeside, Lakeside Business Park, Lakeside, Upton, Wirral, Merseyside, CH43 8JN  
 t 01565 834861 e info@aar-plusuk w aar-plusuk



Image 192

Building screened by trees

**PRELIMINARY**

ISSUE	DATE	REVISION
NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AGAINST ARCHITECT'S INSTRUCTION AND REPORT ANY DISCREPANCIES TO ARCHITECT OR C.A.		

**PROJECT**  
**4 ROFANT RD, NORTHWOOD, HA6 3BE**

**CLIENT**  
**MR VHORA**

**DRAWING**  
**PROPOSED VIEW LOOKING NORTH EAST**



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PROJECT #	2022.025	DATE #	01/02/2023
DATE	01/02/2023	SCALE	NTS
SCALE	NTS	DRAWN BY	JC
DRAWN BY	JC	CHECKED BY	JC

**Aearl Associates Ltd trading as ae architects**  
 100, Lower Broomfield, Lutterworth, Leicestershire, LE17 4JG  
 t 01535 834861 e info@ae-plusuk w ae-plusuk



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PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **PROPOSED VIEW LOOKING NORTH WEST (AERIAL)**



All rights described in chapter IV of the Copyright Designs & Patents Act 1988 have been generally asserted. This Drawing must not be scaled; only figured dimensions should be used. If there are any discrepancies, or contradictions between this and other information, it should be brought to the Architect's attention.

PROJECT #	2022.025	DATE	01/02/2023
SCALE	NTS	DRAWN BY	PB
CHECKED BY	JC	DATE	01/02/2023

Aerial Associates Ltd trading as aa architects  
 1000 Lakeside Drive, Lakeside, Uxbridge UB9 5EN  
 t 01895 834861 e info@aa-plusuk w aa-plusuk



PRELIMINARY

ISSUE	DATE	REVISION
NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AGAINST THE DRAWING FOR CONSTRUCTION AND REPORT ANY DISCREPANCIES TO ARCHITECT OR C.A.		

PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **PROPOSED VIEW LOOKING EAST**



All rights described in chapter IV of the Copyright Designs & Patents Act 1988 have been generally asserted. This Drawing must not be scaled; only figured dimensions should be used. If there are any discrepancies, or contradictions between this and other information, it should be brought to the Architect's attention.

PROJECT #	DATE	SCALE	DRAWN BY	CHECKED BY
2022.025	01/02/2023	NTS	NTS	JC

C28

Areal Associates Ltd trading as aa architects  
 1000 Lakeside Drive, Lakeside, URB 9E9  
 t 01685 834861 e info@aa-plusuk w aa-plusuk





PRELIMINARY

ISSUE	DATE	REVISION
NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS FOR ACCURACY. INSTRUCTIONS AND REPORT ANY DISCREPANCIES TO ARCHITECT OR C.A.		

PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **PROPOSED VIEW LOOKING NORTH EAST (AERIAL)**



All rights described in chapter IV of the Copyright Designs & Patents Act 1988 have been generally asserted. This Drawing must not be scaled, only figured dimensions should be used. If there are any discrepancies, or contradictions between this and other information, it should be brought to the Architect's attention.

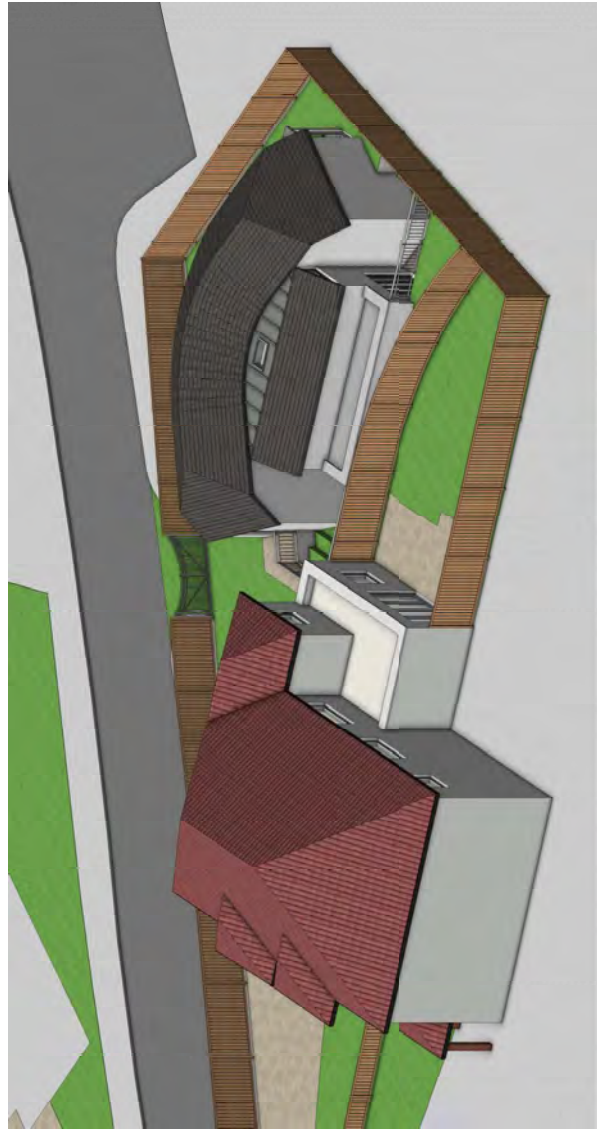
PROJECT #	2022.025	DWG #	182
DATE	01/02/2023	SCALE	<b>C25</b>
DRAWN BY	NTS	CHECKED BY	JC

Aerial Associates Ltd trading as aa architects  
 1000 Lakeside Drive, Lakeside, URB9 5EN  
 t 01895 834861 e info@aa-plusuk w aa-plusuk



1 LOOKING WEST

Views without trees for clarity



2 LOOKING SOUTH EAST

Views without trees for clarity

PRELIMINARY

DATE: 11/02/2023  
 DRAWN BY: NTS  
 CHECKED BY: JC  
 PROJECT: 4 ROFANT RD, NORTHWOOD, HA6 3BE

CLIENT: MR VHORA

PROPOSED AXONOMETRICS



2023.02.05  
 01/02/2023  
 NTS  
 JC  
 B04 - A  
 Aerial Architects Ltd, 11th Floor, 100, Northwood Avenue, Northwood, London, NW20 7DB, UK  
 Tel: 01888 834981 | Email: info@aaarchitects.com



Ⓐ



Ⓑ



Ⓒ



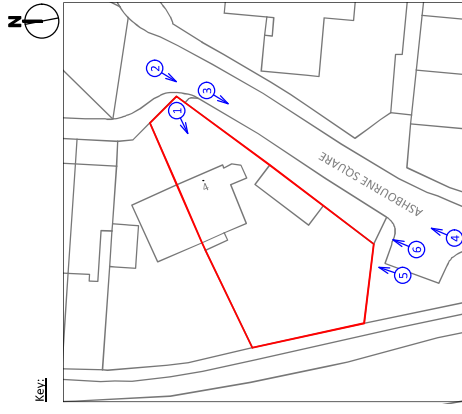
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ISSUE	DATE	REVISION
NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO ARCHITECT OR CA.		

PROJECT: **4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **EXISTING PHOTO SHEETS**

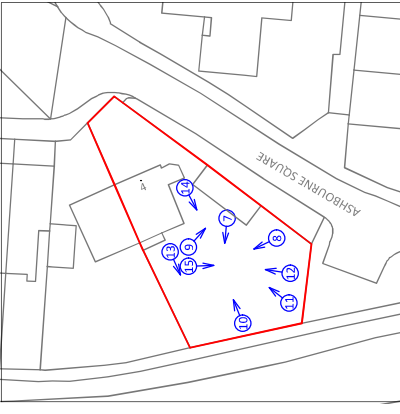


PROJECT #	DATE #	DATE	SCALE	DRAWN BY	CHECKED BY
2022.025	19/10/2022	NTS	PB	JC	

Adeel Associates Ltd trading as ae architects  
 1000 Lakeside, Lakeside Business Park, Lakeside, Upton 95N  
 t 01895 834861 e info@ae-plusuk w ae-plusuk



KEY:



1



2



3



4



5



6



7



8



9

ISSUE \_\_\_\_\_ DATE \_\_\_\_\_ REVISION \_\_\_\_\_

NOTE: DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS AGAINST THE INSTRUMENT OF SERVICE AND REPORT ANY DISCREPANCIES TO ARCHITECT OR CA.

PROJECT \_\_\_\_\_

**4 ROFANT RD, NORTHWOOD, HA6 3BE**

CLIENT: **MR VHORA**

DRAWING: **EXISTING PHOTO SHEETS**



PROJECT # \_\_\_\_\_ DRAWN BY \_\_\_\_\_

DATE: **2022.025**

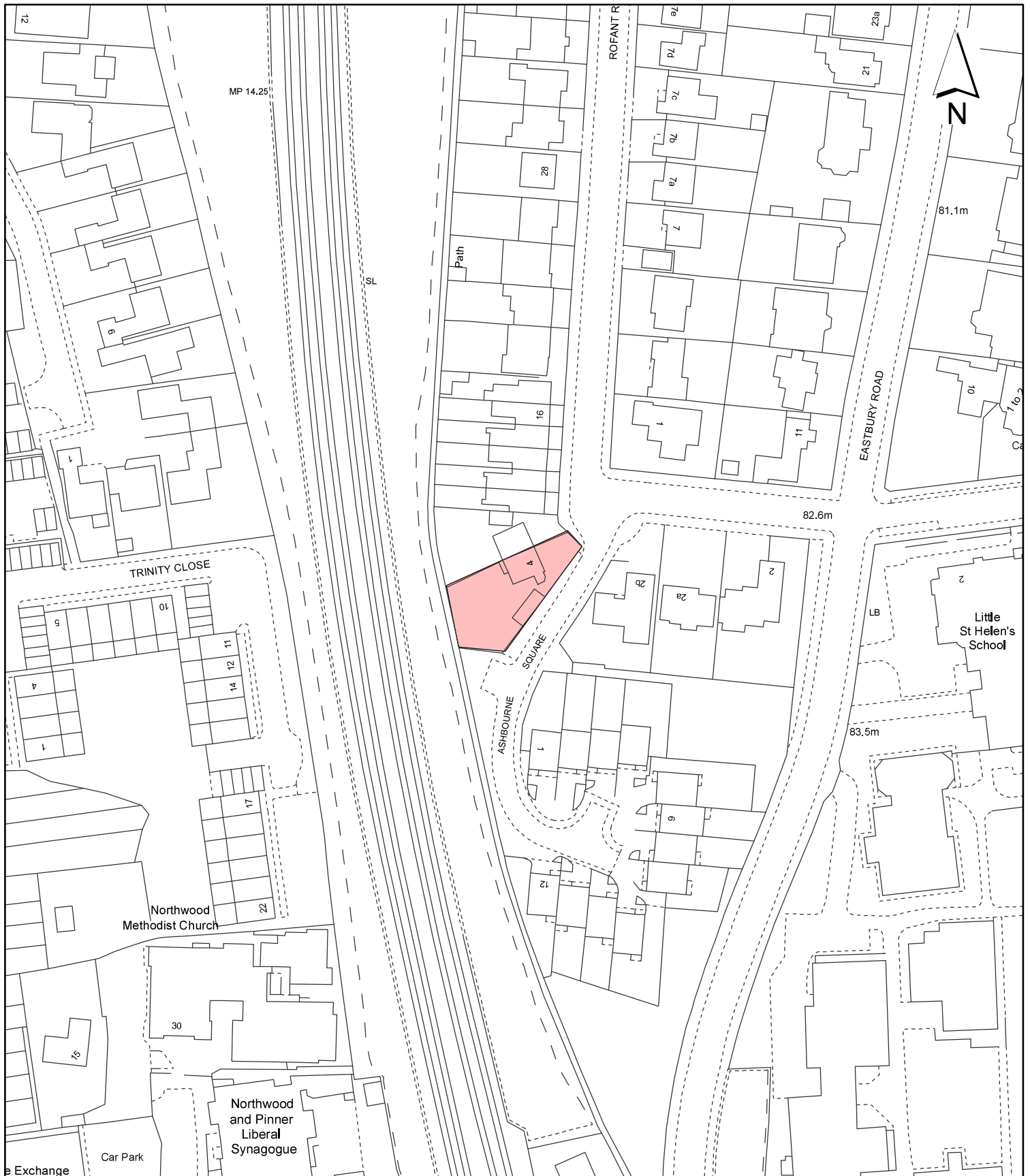
DATE: **19/10/2022**

SCALE: **NTS**

DRAWN BY: **PB** CHECKED BY: **JC**

**S03**

Areal Associates Ltd trading as are architects  
 100 Lower Road, Churchfields, Uxbridge, UB9 5EN  
 t 01895 834861 e info@aar-plusuk w aa-plusuk



**Notes:**

 Site boundary

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Site Address:

**4 Rofant Road,  
Northwood**

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

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

Planning Application Ref:

**6923/APP/2023/545**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 199**

Date:

**September 2023**



**HILLINGDON**  
LONDON

**Report of the Head of Development Management and Building Control**

**Address:**

22 FRINGEWOOD CLOSE NORTHWOOD

**Development:**

Erection of a single storey annexe for ancillary residential use with glazed link between the annexe and the existing house

**LBH Ref Nos:**

42066/APP/2022/3824



**General Notes**

Please refer to the drawings and specifications for details. All dimensions are given in millimetres unless otherwise stated. All materials and workmanship shall conform to the latest editions of the British Standards Institution (BSI) specifications. The drawings are for the purpose of providing a general outline of the proposed works and are not to be used for the purpose of construction. The drawings are not to be used for the purpose of construction. The drawings are not to be used for the purpose of construction. The drawings are not to be used for the purpose of construction.

**Colour Code**

Application boundary



Scale 1:100 @ A1

0 1m 2m 3m 4m

Issue Record By Chk Date

PL1 10/10/2019

Title Existing site plan

Project 22 Fringewood Close

Scale 1:100 @ A1 1:200 @ A3

Status S1-Suitable for stage approval

Drawing Number 475-PTA-ZZ-RF-DR-A-1001

Revision PL1

Patel Taylor  
48 Rawstone Street  
London EC1V 7ND  
+44 (0)20 7278 2323  
www.patel-taylor.co.uk





**General Notes**

Please refer to the drawings and specifications for details. All dimensions are given in millimetres unless otherwise stated. All materials and finishes are subject to change. All work is to be carried out in accordance with the Building Regulations and all relevant codes of practice. The contractor is responsible for obtaining all necessary permissions and approvals. All work is to be carried out in accordance with the Building Regulations and all relevant codes of practice. The contractor is responsible for obtaining all necessary permissions and approvals.

**Colour Code**

Application boundary

Extent of previous application

Scale 1:100 @ A1

0 1m 2m 3m 4m

Issue Record By Chk Date

Rev: 01/01/2023

Title  
Proposed site plan  
Ground floor

Project  
22 Fringewood Close

Scale  
1:100 @ A1 1:200 @ A3

Status  
S1 - Suitable for stage approval

Drawing Number  
475-PTA-ZZ-RF-DR-A-2001

Revision  
PL1

Patel Taylor  
48 Fawcote Street  
London EC1V 7ND  
T: +44 (0)20 7278 2323  
www.pateltaylor.co.uk



**General Notes**

Please refer to the drawings and specifications for details. All materials and workmanship shall conform to the latest editions of the British Standards Institution (BSI) specifications. All materials and workmanship shall conform to the latest editions of the British Standards Institution (BSI) specifications. All materials and workmanship shall conform to the latest editions of the British Standards Institution (BSI) specifications.

**Colour Code**

Application boundary

Extent of previous application



Scale 1:100 @ A1

0 1m 2m 3m 4m

Issue Record By Chk Date

PL1 10/10/2023

**Title**  
Proposed site plan  
Rout plan

**Project**  
22 FringeWood Close

**Scale**  
1:100 @ A1 1:200 @ A3

**Status**  
SI-Suitable for stage approval

**Drawing Number**  
475-PTA-ZZ-RF-0R-A-2001

**Revision**  
PL1

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London EC1V 7ND  
T: +44 (0)20 7278 2323  
www.patel-taylor.co.uk



**General Notes**  
 Please refer to the drawings and specifications for details.  
 All materials and workmanship shall conform to the current British Standards.  
 All dimensions are in millimeters unless otherwise stated.  
 The contractor shall be responsible for obtaining all necessary planning and building regulations approval.  
 The drawings are for information only and do not constitute an offer.  
 The contractor shall be responsible for obtaining all necessary planning and building regulations approval.  
 The drawings are for information only and do not constitute an offer.  
 The contractor shall be responsible for obtaining all necessary planning and building regulations approval.

**Colour Code**  
 Application boundary  
 Subject of previous application

Scale 1:50 @ A1  
 0 0.5m 1m 2m 4m

Issue Record By Chk Date

Rev: 01/2024

Title  
 Proposed drawings  
 Ground floor

Project  
 22 Fringewood Close

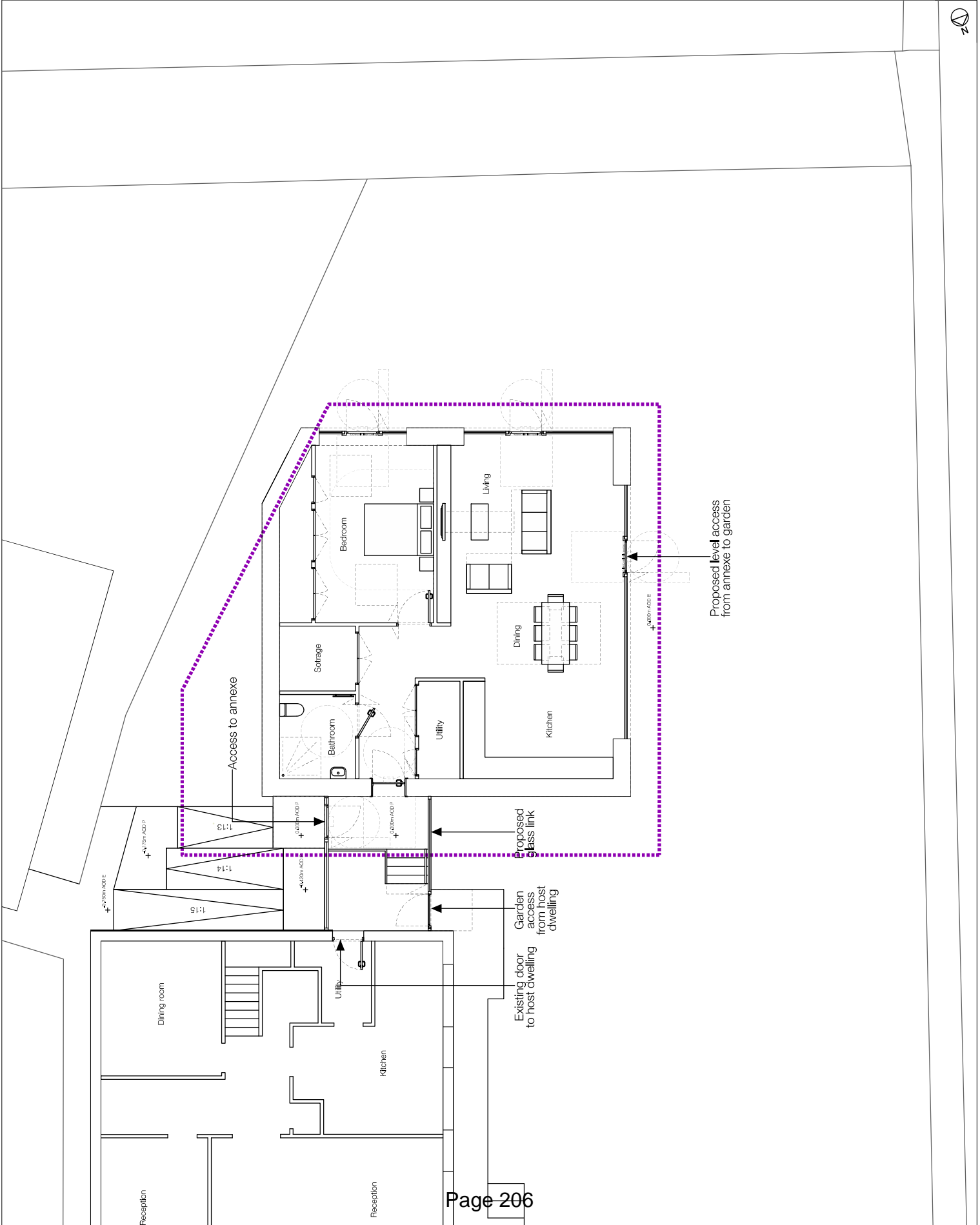
Scale  
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Status  
 S1-Suitable for stage approval

Drawing Number  
 475-PTA-ZZ-00-DR-A-2100

Revision  
 PL1

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 48 Rawstone Street  
 London EC1V 7ND  
 T: +44 (0)20 7278 2323  
 www.patelstaylor.co.uk

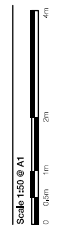


**General Notes**

Please refer to the drawings and specifications for details. All dimensions are given in millimeters unless otherwise stated. All materials and workmanship shall conform to the latest editions of the British Standards Institution (BSI) specifications. The drawings are for the proposed works only and do not constitute a contract. The contractor shall be responsible for obtaining all necessary permissions and approvals. All work shall be carried out in accordance with the relevant building regulations and standards. The drawings are for the proposed works only and do not constitute a contract. The contractor shall be responsible for obtaining all necessary permissions and approvals. All work shall be carried out in accordance with the relevant building regulations and standards.

**Colour Code**

Proposed of previous application



Issue Record By Chk Date

Rev: 01/10/2024

**Title**  
Proposed drawings  
RCC Plan

**Project**  
22 Fringewood Close

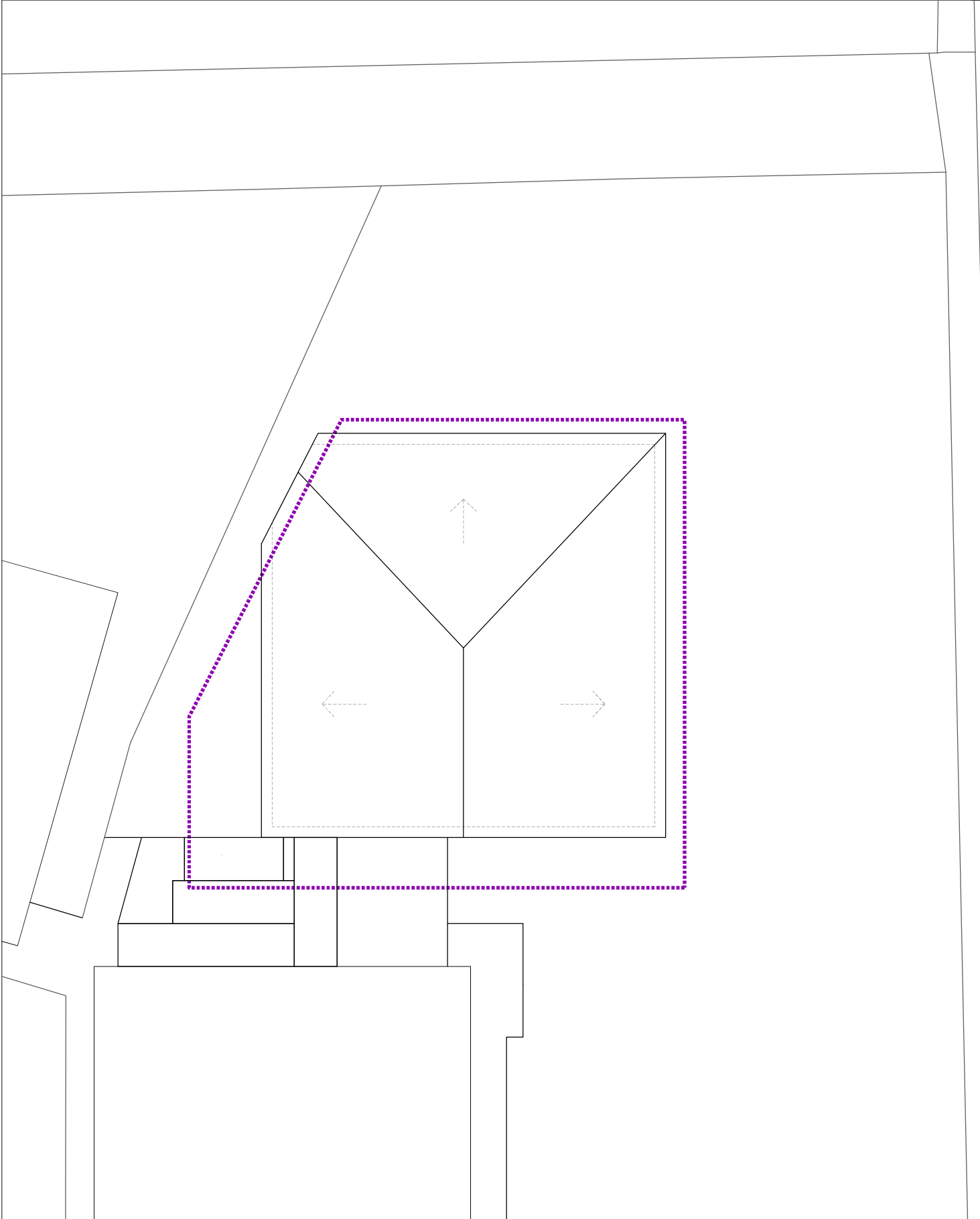
**Scale**  
1:500 @ A1

**Status**  
S1-Suitable for stage approval

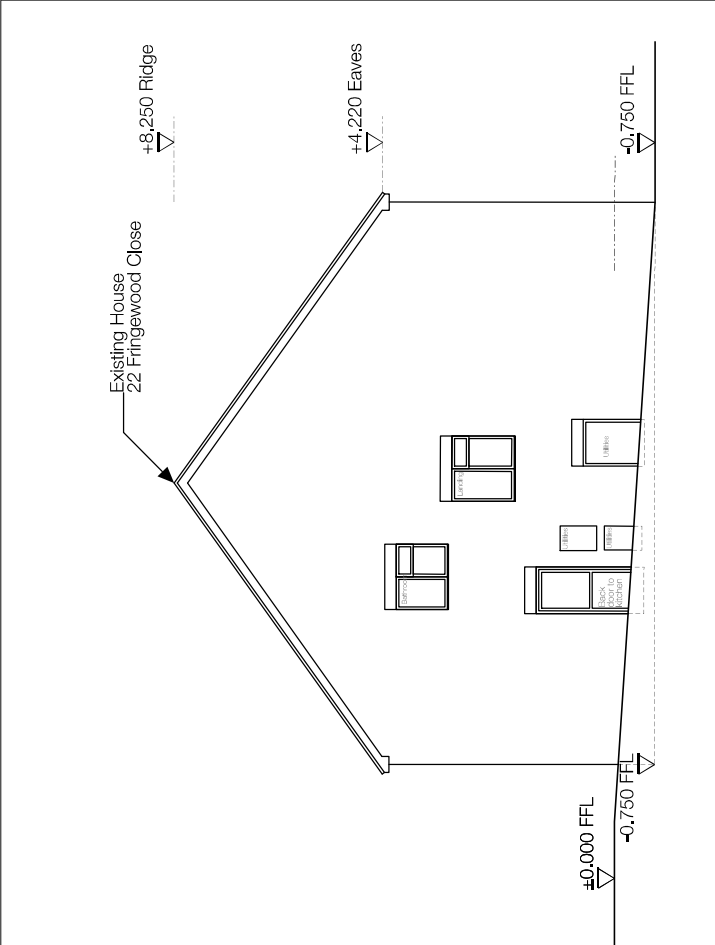
**Drawing Number**  
475-PTA-ZZ-RF-09-A-2102

**Revision**  
PL1

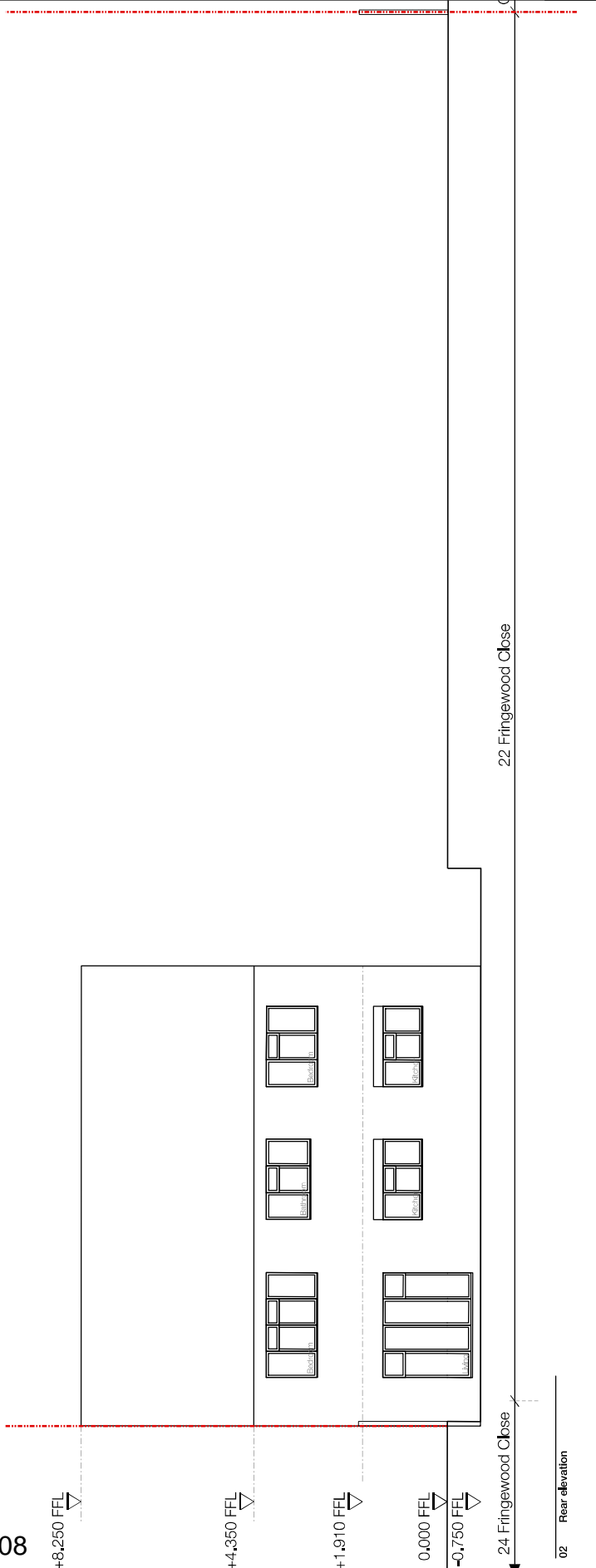
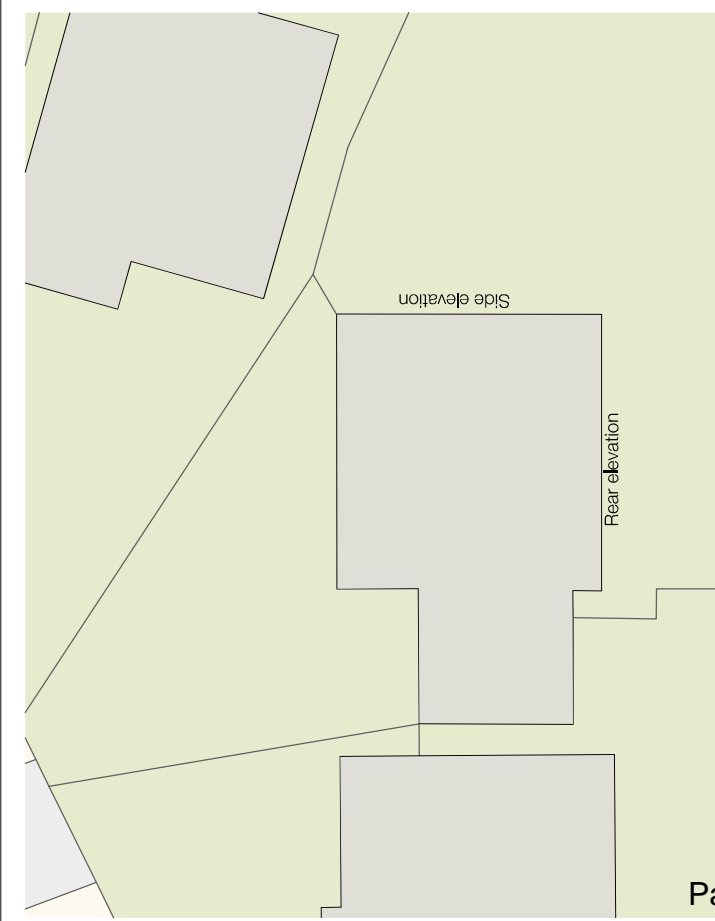
**Patel Taylor**  
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London EC1V 7ND  
T: +44 (0)20 7278 2323  
www.patel-taylor.co.uk



**General Notes**  
 Please refer to the drawings and specifications for all work. All materials and workmanship shall conform to the relevant standards. All work shall be carried out in accordance with the relevant building regulations. The contractor shall be responsible for obtaining all necessary permissions and approvals. The contractor shall be responsible for ensuring that the work is completed in accordance with the relevant building regulations. The contractor shall be responsible for ensuring that the work is completed in accordance with the relevant building regulations.



01 Side Elevation



02 Rear elevation

Scale 1:50 @ A1  
 0 0.5m 1m 2m 4m

Issue Record By: CHK Date:

Project: 22 Fringewood Close  
 Title: House Dwelling Existing alterations  
 Status: S/A - Suitable for stage approval  
 Drawing Number: 475-PTA-ZZ-XX-0P-A-1301  
 Revision: PL1

Patel Taylor  
 48 Rawstone Street  
 London EC1V 7NU  
 +44 (0)20 7278 2323  
 www.patelstaylor.co.uk

**General Notes**

Please refer to the drawings and specifications for all materials, finishes, and construction details. All materials and finishes shall be of a quality and standard approved by the relevant authorities. All work shall be carried out in accordance with the relevant building regulations and standards. The contractor shall be responsible for obtaining all necessary permits and approvals. The drawings are for information only and do not constitute an offer of any service. The contractor shall be responsible for ensuring that the work is carried out in accordance with the relevant building regulations and standards. All work shall be carried out in accordance with the relevant building regulations and standards. The contractor shall be responsible for ensuring that the work is carried out in accordance with the relevant building regulations and standards.

Key Plan



**Colour Code**

Proposed extension boundary

Existing house boundary

Scale: 1:50 @ A1

0 0.5m 1m 2m 4m

Issue Record

By: CHK Date:

Project: 22 Fringewood Close

Scale: 1:50 @ A1

Status: S1 - Suitable for stage approval

Drawing Number: 475-PTA-ZZ-XX-DR-A-2302

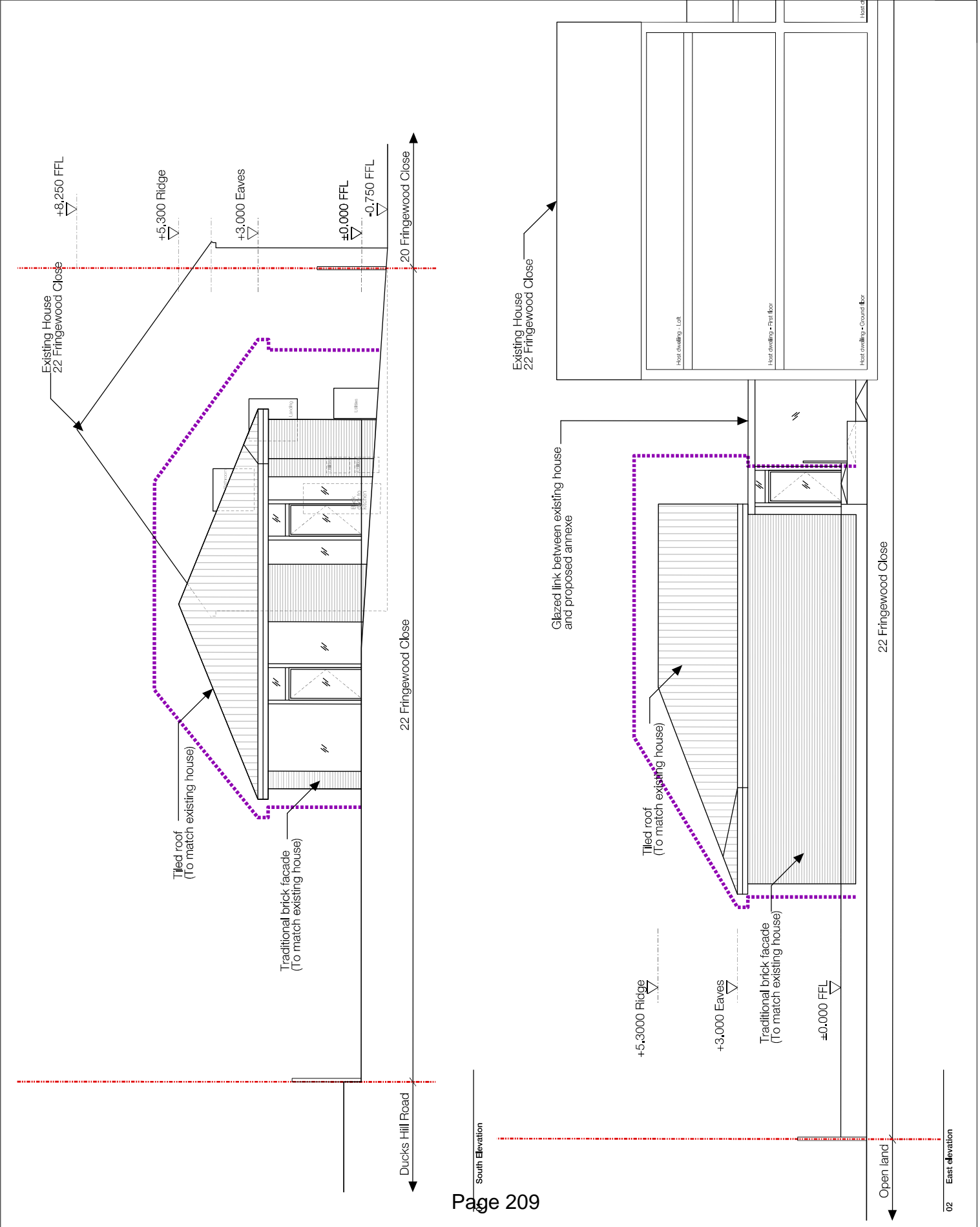
Revision: PL2

Client: Patel Taylor

Address: 48 Rawstone Street, London, EC1V 7ND

Contact: +44 (0)20 7278 2323

Website: www.patel.taylor.co.uk



**General Notes**

Please refer to the drawings and specifications for all work. All materials and methods shall be as specified unless otherwise stated. All work shall be carried out in accordance with the Building Regulations and all other relevant legislation. The contractor shall be responsible for obtaining all necessary permissions and approvals. The contractor shall be responsible for ensuring that the proposed works are carried out in accordance with the Building Regulations and all other relevant legislation. The contractor shall be responsible for ensuring that the proposed works are carried out in accordance with the Building Regulations and all other relevant legislation.

Key Plan



**Colour Code**

Proposed boundary

Extent of previous application

Scale 1:50 @ A1

0 0.5m 1m 2m 4m

Issue Record

By

CHK Date

Project: 22 Fringewood Close

Scale: 1:50 @ A1

Status: S4 - Suitable for stage approval

Drawing Number: 475-PTA-ZZ-XX-01-A-2301

Revision: PL1

Patel Taylor

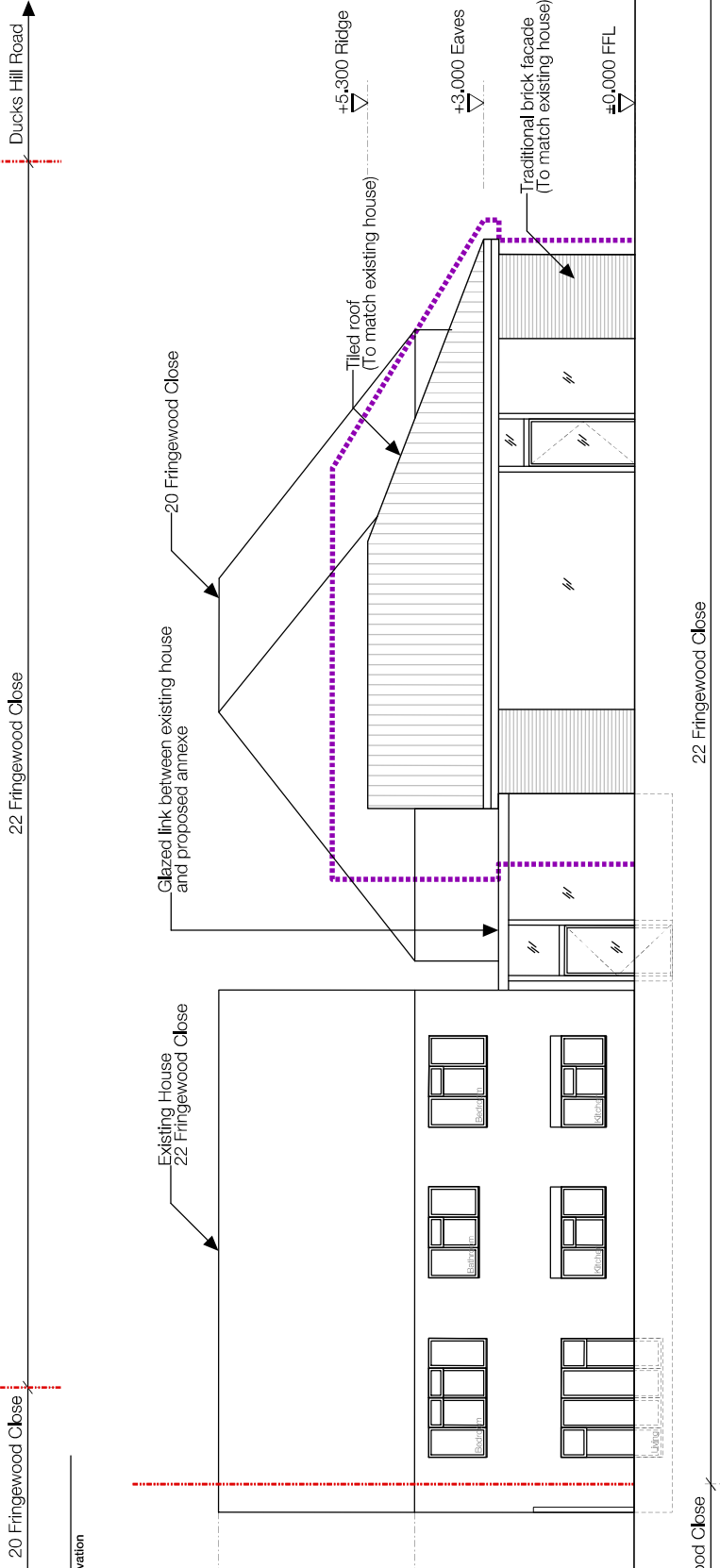
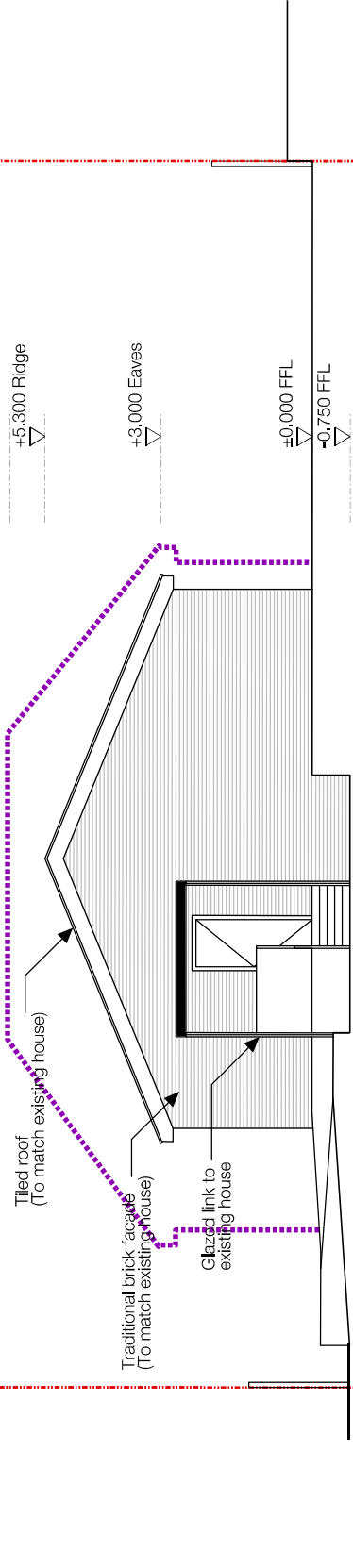
48 Rawstone Street

London EC1V 7ND

+44 (0)20 7278 2323

www.patel.taylor.co.uk

Patel Taylor







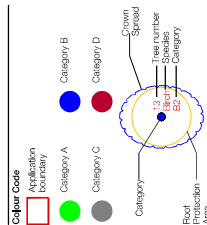
**General Notes**

Please refer to the drawing title block for more information. All recorded measurements are subject to a tolerance of ±10%.

All recorded measurements are subject to a tolerance of ±10%.

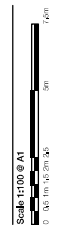
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All parties must ensure that all necessary planning and specifications are in place before any work is carried out. It is the responsibility of the contractor to ensure that the site conditions are safe.



**Note**

The survey methodology and report assessment provided by C+A trees



Issue Record By: CHK Date:

RT: 10/10/2020

**Title**

Arbicultural Impact Assessment

**Project**

22 Fillingwood Close

**Scale**

1:100 @ A1 1:200 @ A3

**Status**

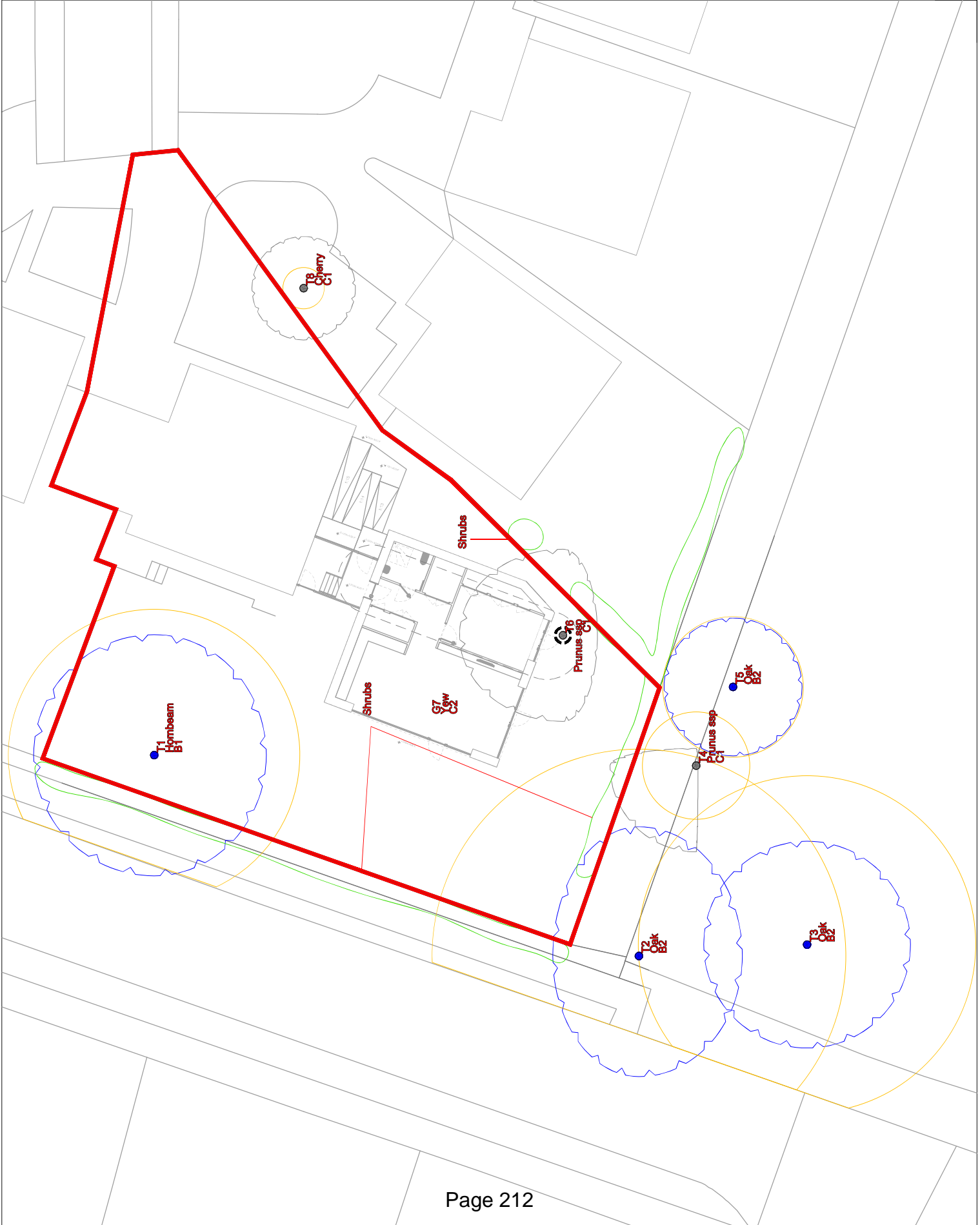
SI - Suitable for stage approval

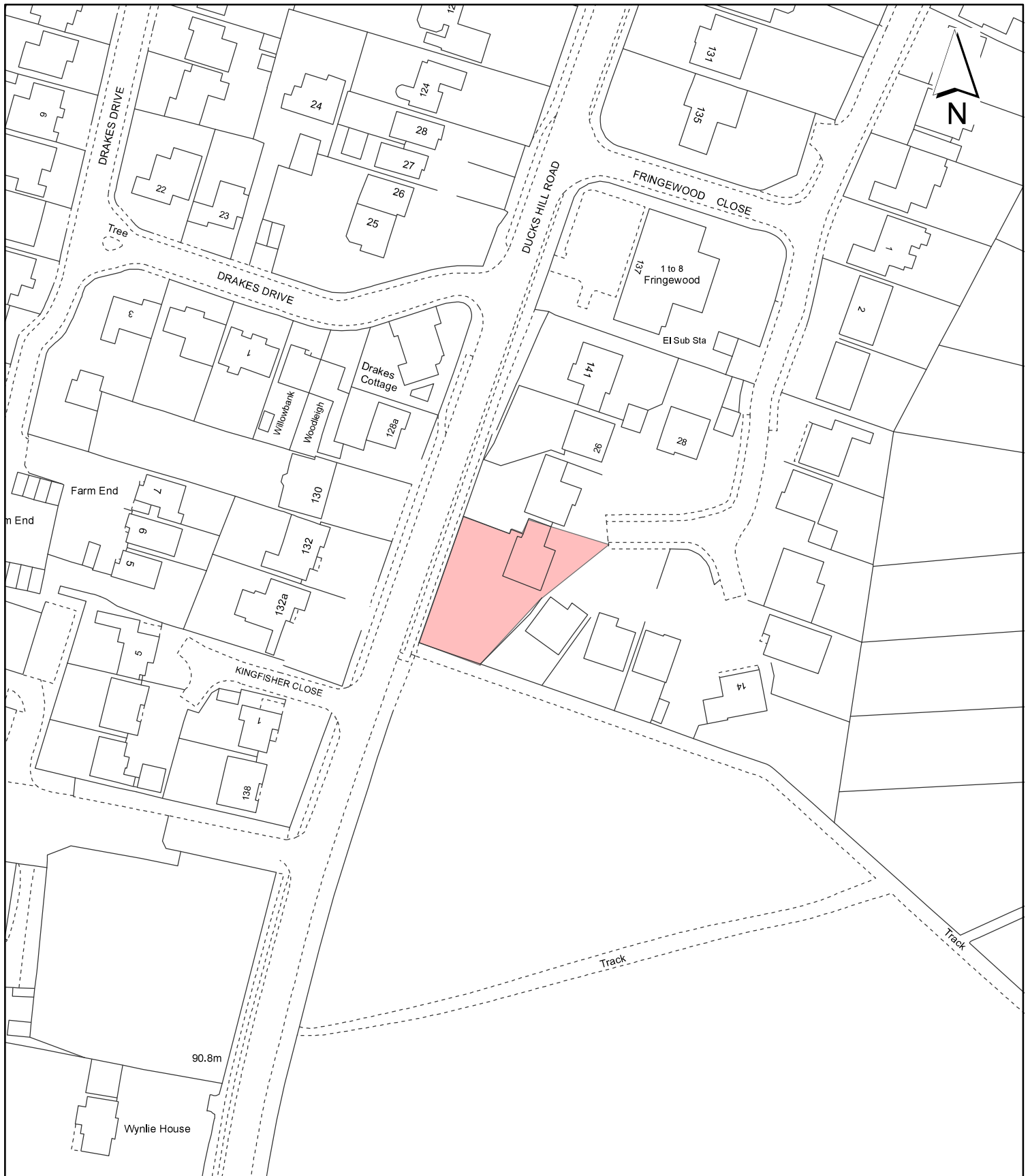
**Drawing Number**

475-PTA-ZZ-00-DR-A-2200 PL1

**Revision**

**Patel Taylor**  
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 London, EC1V 7ND  
 T: +44 (0)20 7278 2323  
 www.pateltaylor.co.uk





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Site Address:

**22 Fringewood Close,  
 Northwood**

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

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

Planning Application Ref:

**42066/APP/2022/3824**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 213**

Date:

**July 2023**



**HILLINGDON**  
 LONDON

## **Report of the Head of Development Management and Building Control**

**Address:**

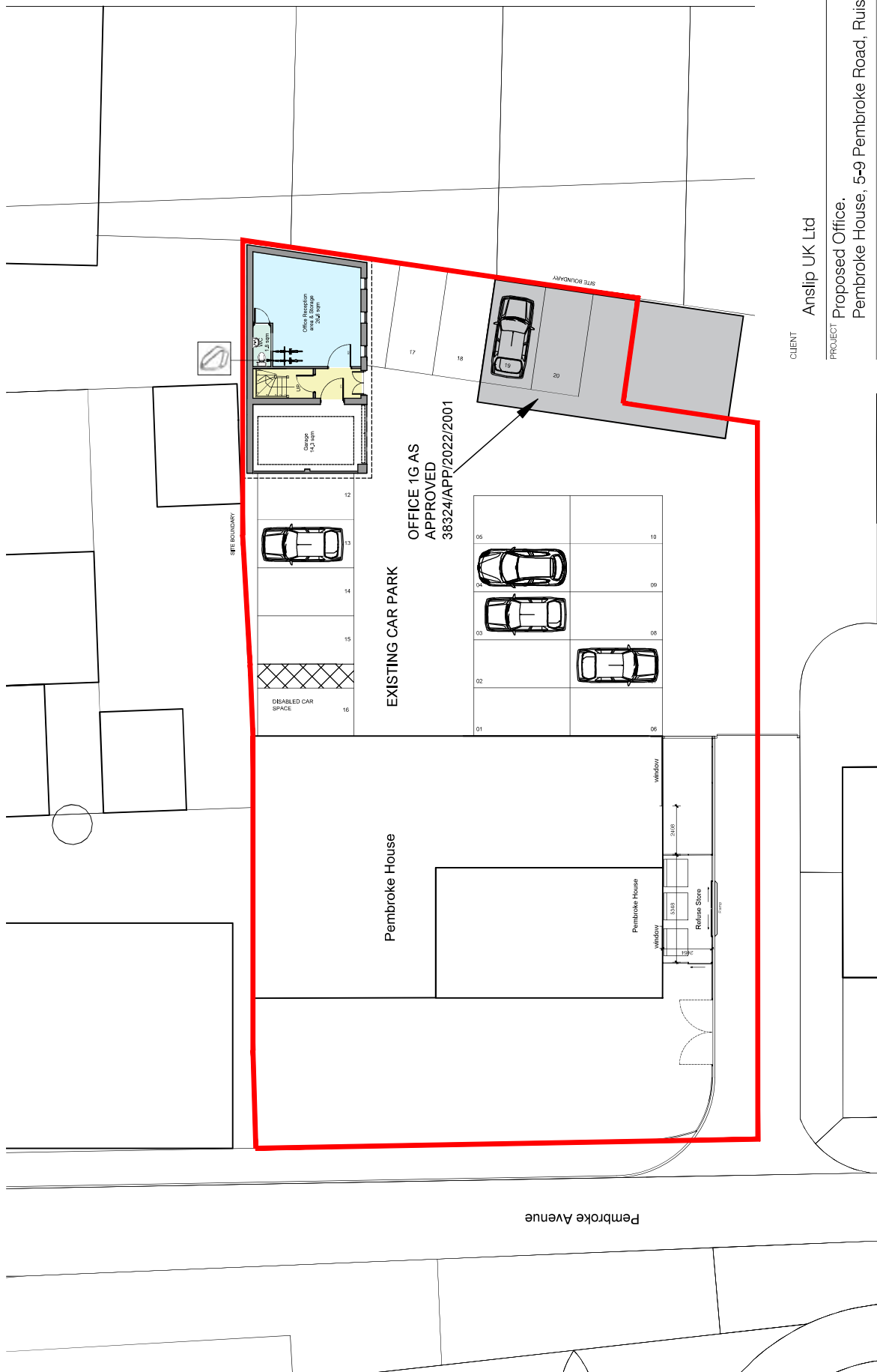
PEMBROKE HOUSE 5-9 PEMBROKE ROAD RUISLIP

**Development:**

Variation of Condition 2 (approved plans) of planning permission ref. APP/R5510/W/16/3155076 dated 11/11/2016 (LBH ref: 38324/APP/2016/407 dated 24-06-2016) (Erection of detached building to accommodate refuse storage at ground floor and office accommodation above) for minor elevational variations, relocation of refuse store and infilling of undercroft to create garage

**LBH Ref Nos:**

38324/APP/2022/2010



CLIENT  
Anslip UK Ltd

PROJECT  
Proposed Office,  
Pembroke House, 5-9 Pembroke Road, Ruislip, HA4 6NQ

TITLE  
Proposed Site Layout

SCALE 1:200 @ A3	DATE 27.07.23	PROJECT NO. 15.530	P.202	B
---------------------	------------------	-----------------------	-------	---

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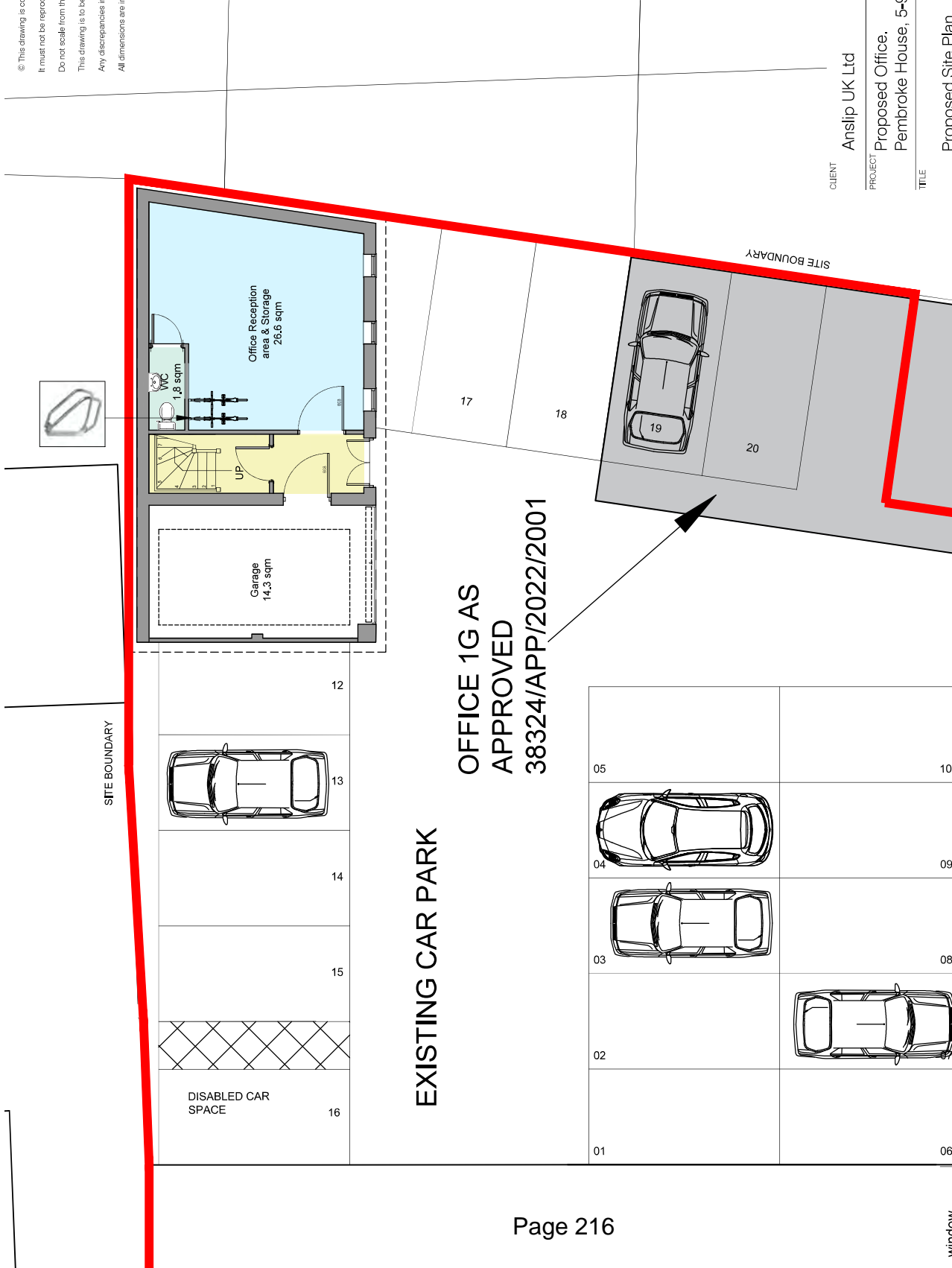
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**OFFICE 1G AS  
APPROVED  
38324/APP/2022/2001**

**EXISTING CAR PARK**

CLIENT  
Anslip UK Ltd

PROJECT  
Proposed Office,  
Pembroke House, 5-9 Pembroke Road, Ruislip. HA4 6NQ

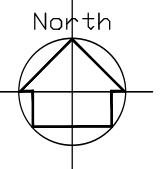
TITLE  
Proposed Site Plan

SCALE  
1:100 @ A3

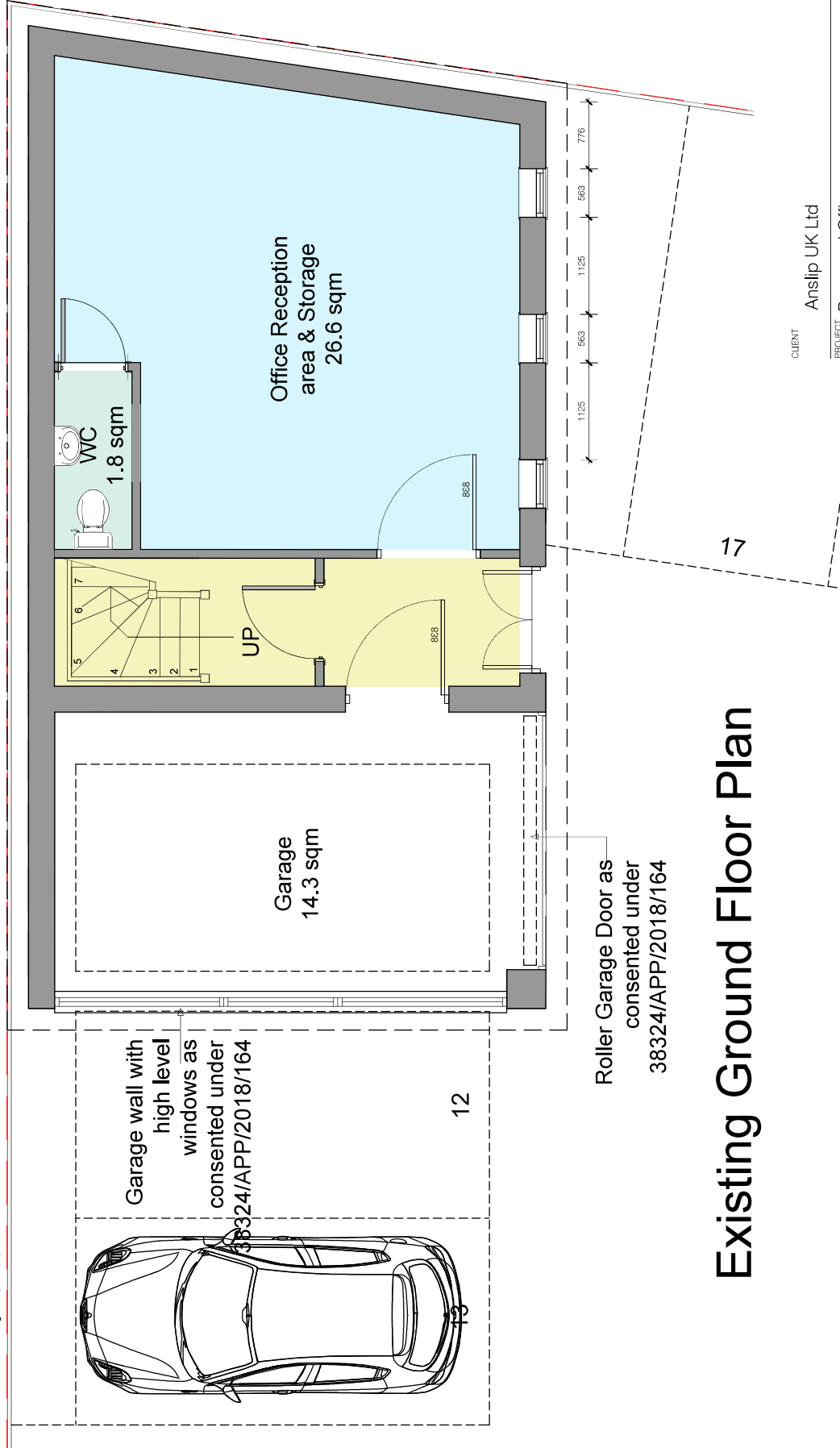
DATE  
27.07.23

PROJECT NO.  
15.530

P.208 B

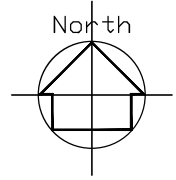


Boundary  
Ex. Fence



# Existing Ground Floor Plan

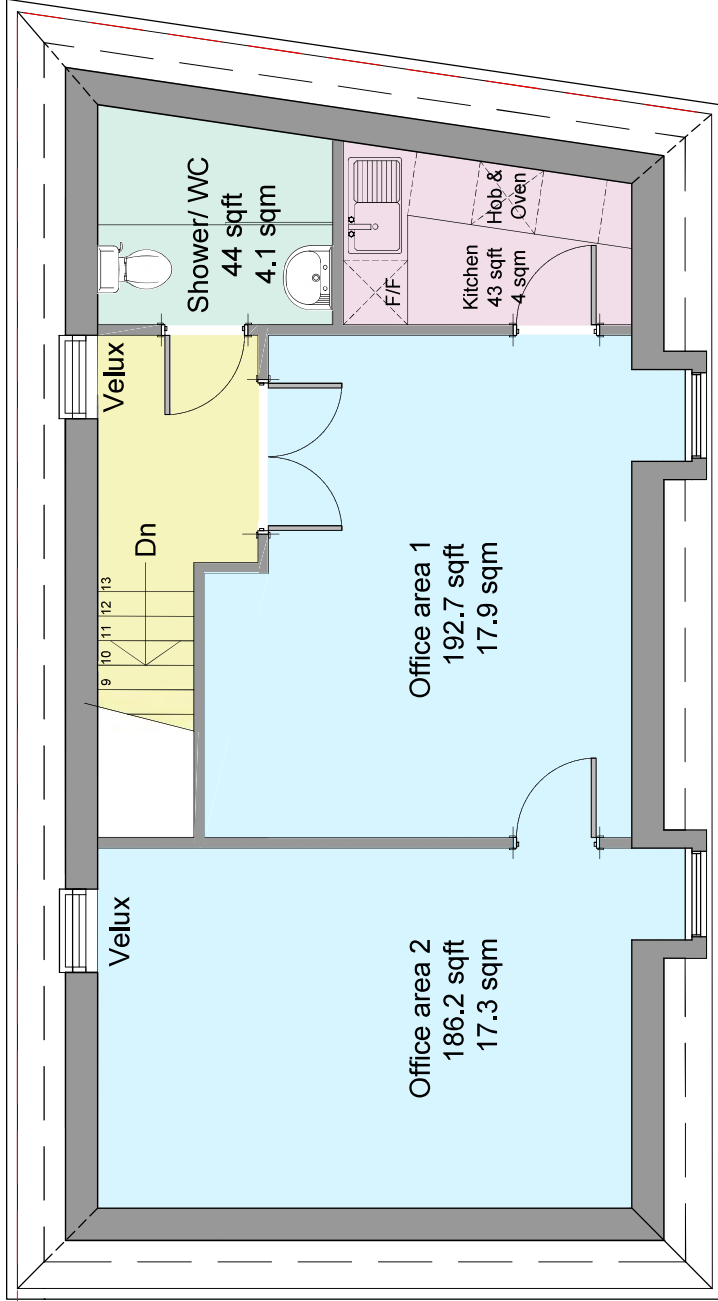
CLIENT: Anslip UK Ltd  
 PROJECT: Proposed Office.  
 PEMBROKE HOUSE, 5-9 PEMBROKE ROAD, RUISLIP, HA4 6NQ  
 TITLE: Existing Ground Floor Plan



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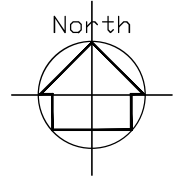
SCALE: 1:50 @ A3	DATE: 17.07.23	PROJECT NO. 15.530
TITLE: Existing Ground Floor Plan		

EX.01



# Existing First Floor Plan

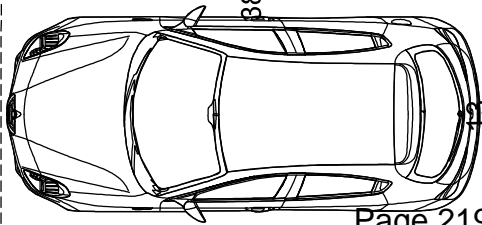
CLIENT	Anslip UK Ltd		
PROJECT	Proposed Office. Pembroke House, 5-9 Pembroke Road, Ruislip, HA4 6NQ		
TITLE	Existing First Floor Plan		
SCALE	1:50 @ A3	DATE	17.07.23
		PROJECT NO.	15.530
			EX.02



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Boundary  
Ex. Fence



Page 219

Garage wall with  
high level  
windows as  
consented under  
38324/APP/2018/164

12

Garage  
14.3 sqm



WC  
1.8 sqm

2x Wall  
Mounted  
Cycle Racks

Office Reception  
area & Storage  
26.6 sqm

UP

Roller Garage Door as  
consented under  
38324/APP/2018/164

# Proposed Ground Floor Plan

CLIENT  
Ansliip UK Ltd

PROJECT  
Proposed Office,  
Pembroke House, 5-9 Pembroke Road, Ruislip, HA4 6NQ

TITLE  
Proposed Ground Floor Plan

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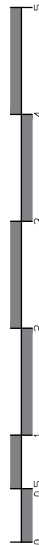
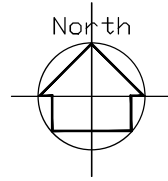
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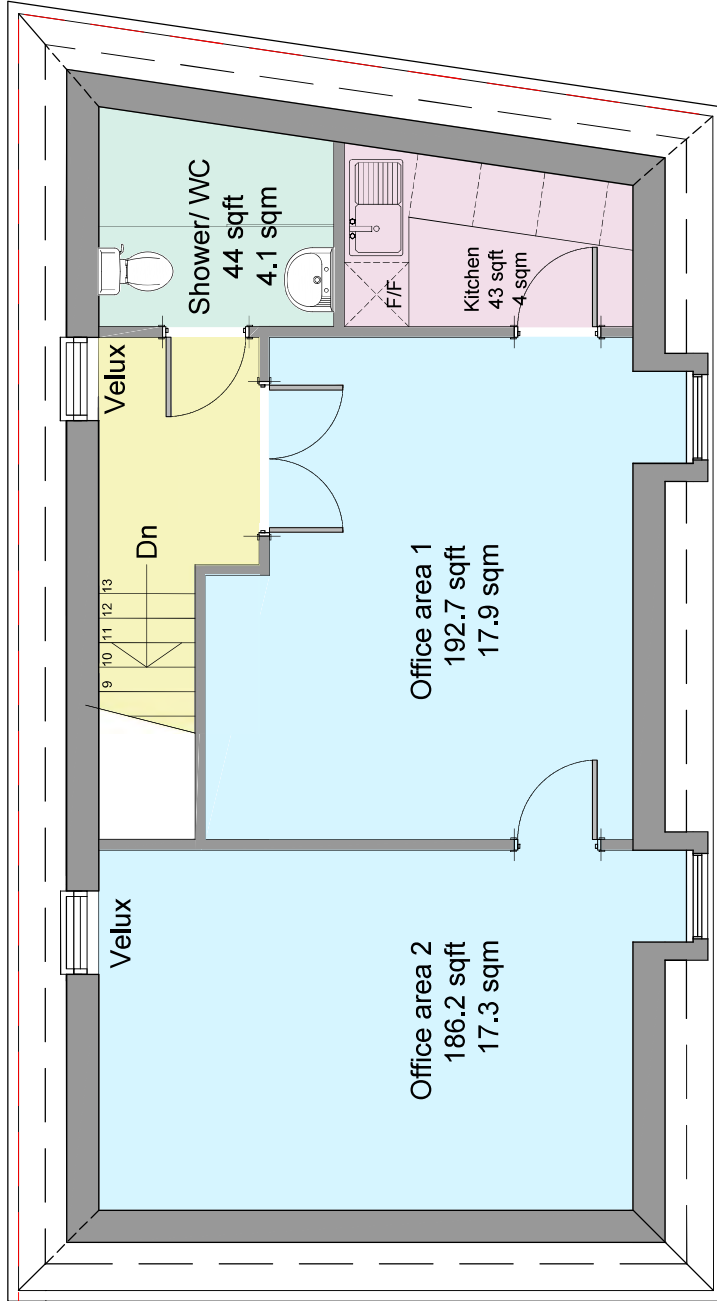
SCALE  
1:50 @ A3

DATE  
27.07.23

PROJECT NO.  
15.530

P.209

B

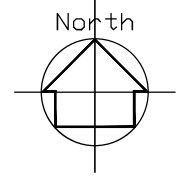


# Proposed First Floor Plan

CLIENT  
Anslip UK Ltd

PROJECT  
Proposed Office.  
Pembroke House, 5-9 Pembroke Road, Ruislip, HA4 6NQ

TITLE  
Proposed First Floor Plan



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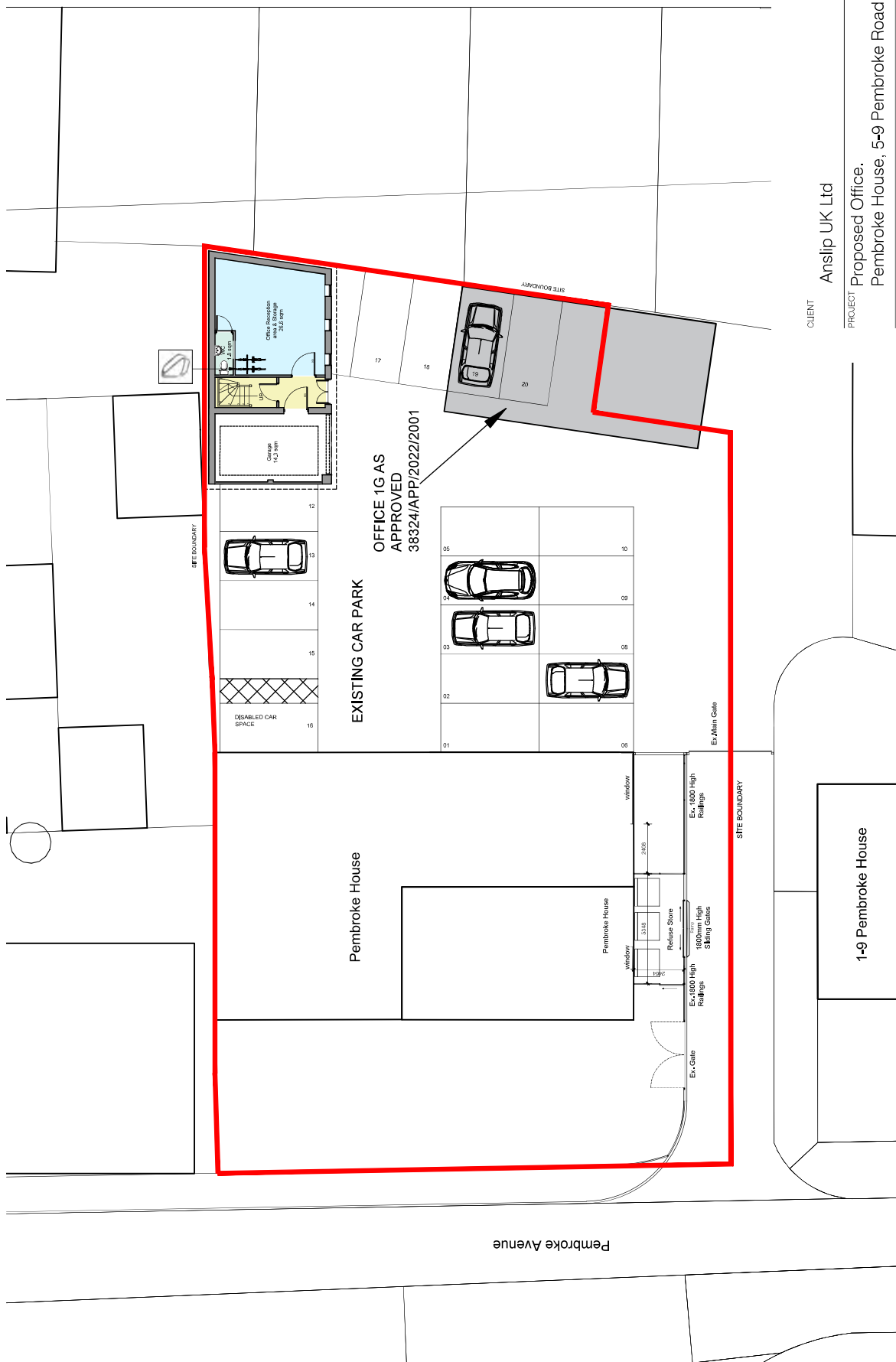


SCALE  
1:50 @ A3

DATE  
17.07.23

PROJECT NO.  
15.530

P.210



CLIENT  
Anslip UK Ltd

PROJECT  
Proposed Office,  
Pembroke House, 5-9 Pembroke Road, Ruislip, HA4 6NQ

TITLE  
Car Park Plan

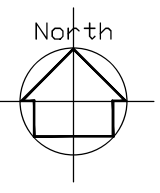
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1:200 @ A3

DATE  
27.07.23

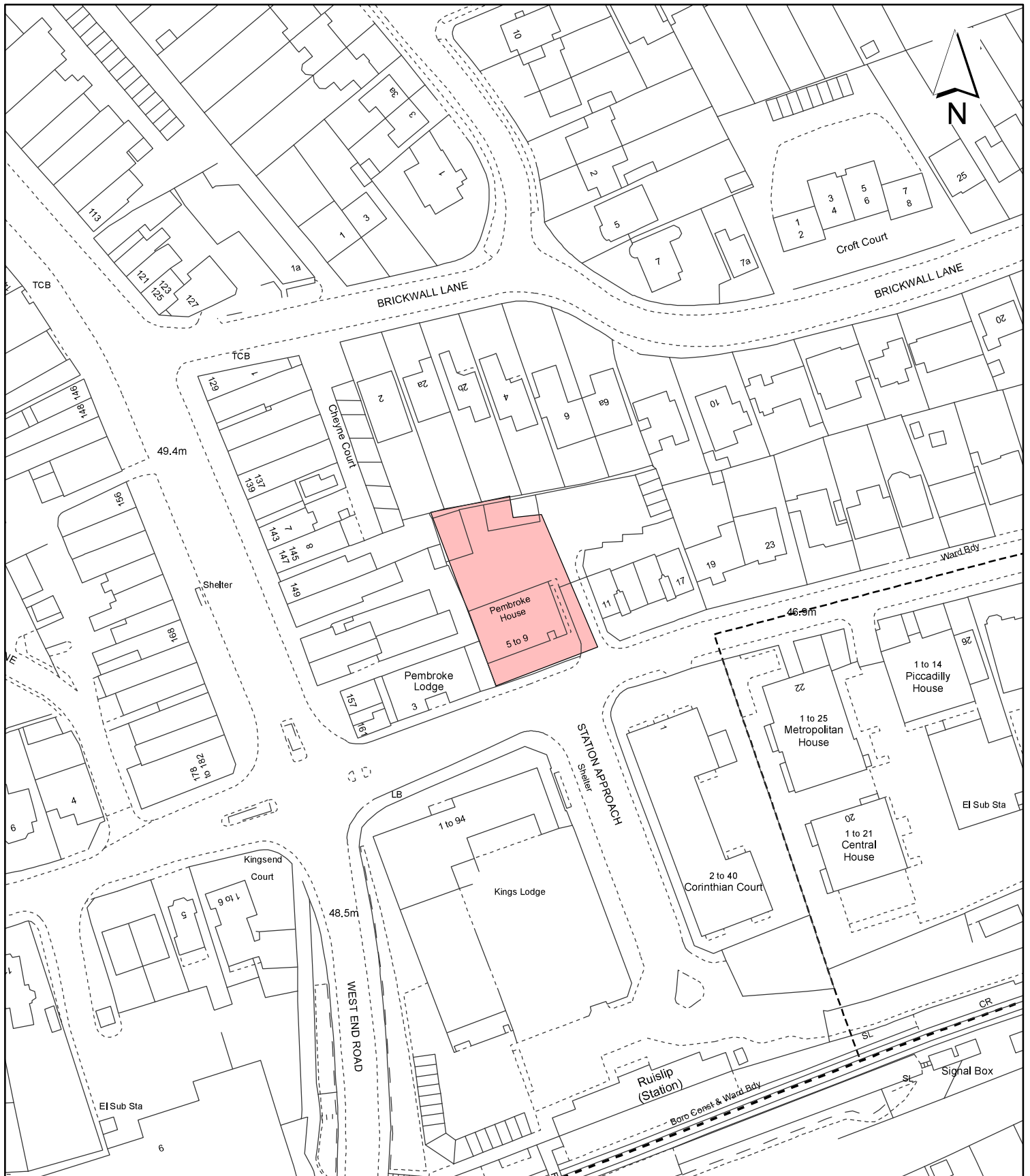
PROJECT NO.  
15.530

P.201

B



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Site Address:

**Pembroke House,  
Ruislip**

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

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

Planning Application Ref:  
**38324/APP/2022/2010**

Scale:  
**1:1,250**

Planning Committee:  
**BoroughPage 222**

Date:  
**September 2023**



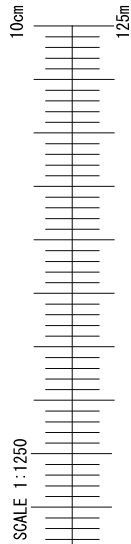
**Report of the Head of Development Management and Building Control**

**Address:** 12 MARSWORTH CLOSE HAYES  
**Development:** Erection of single storey side/rear extension.  
**LBH Ref Nos:** 77767/APP/2023/1355

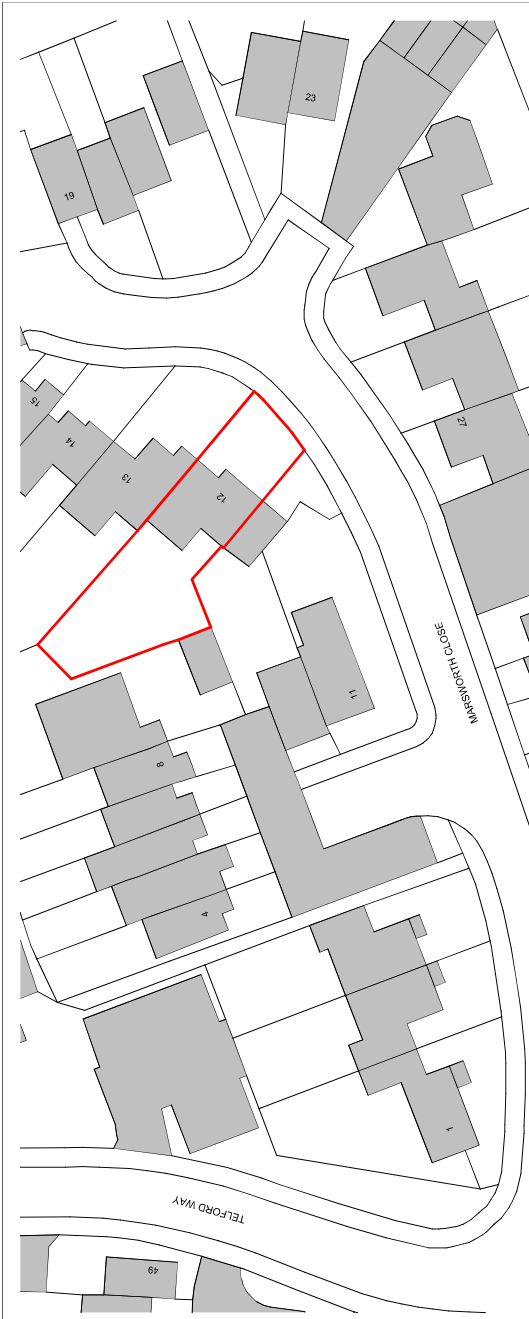


LOCATION PLAN

SCALE 1:1250



Application for Household Planning Permission for works or extension to a dwelling.  
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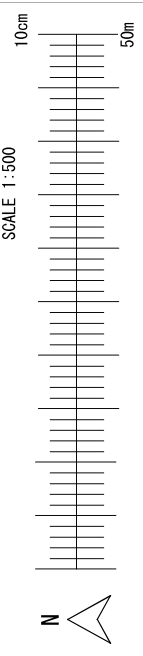
EXISTING BLOCK PLAN

SCALE 1:500

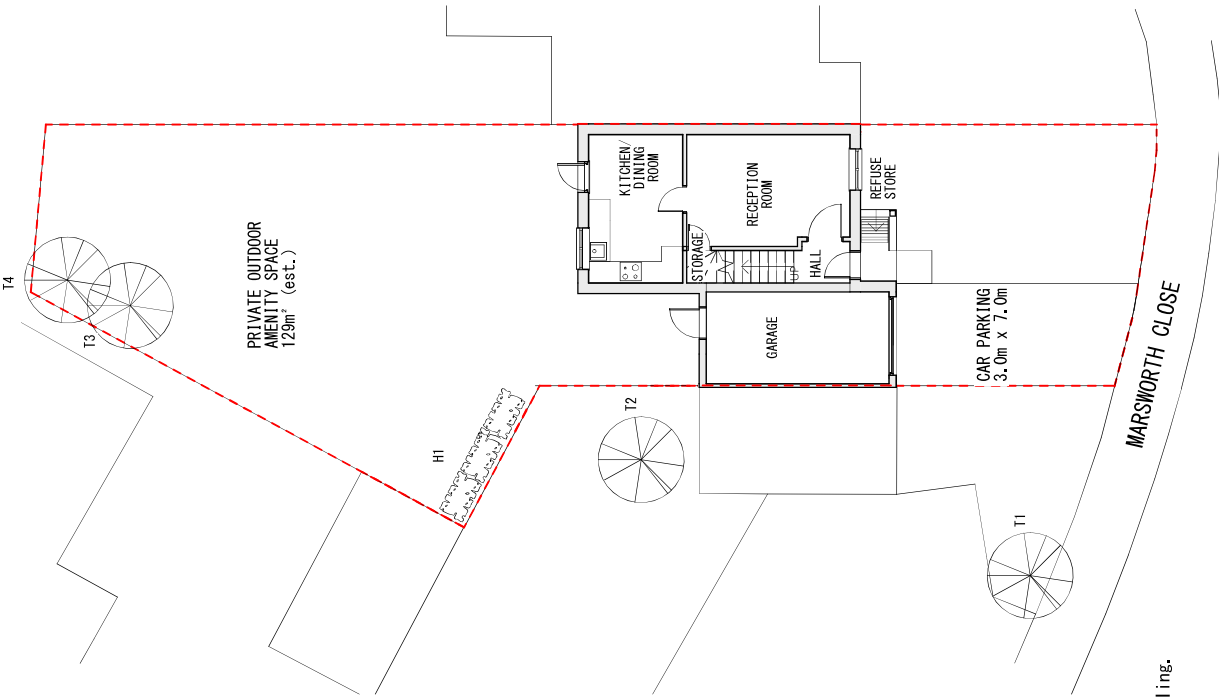


PROPOSED BLOCK PLAN

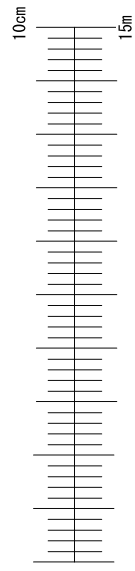
SCALE 1:500



Stage: Planning	Job Title: Single Storey Side & Rear Extension	Job Number: 12MC	Drawing Number: 01
Drawing Title: Location, Existing and Proposed Block Plan	Client: Wafic Fawaz	Scale: As indicated @ A3	Revision Suffix:
			A
	Site Address: 12 Marsworth Close, Hayes, UB4 9SZ	Date: 16/06/2023	Checked By: AA
		Drawn By: GU	

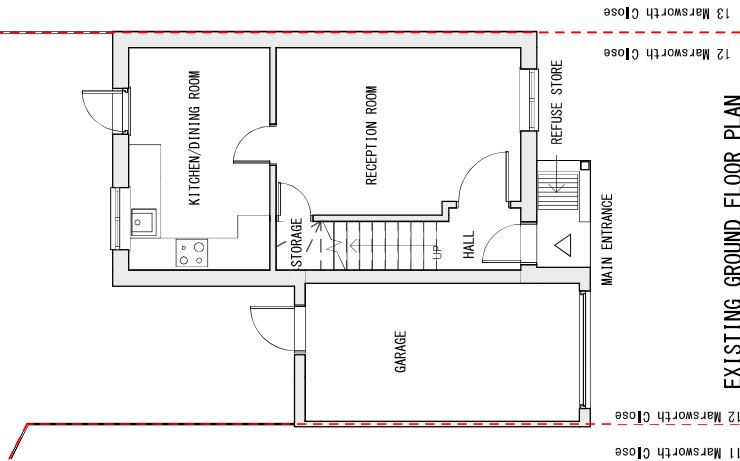


EXISTING BLOCK PLAN  
SCALE 1:150

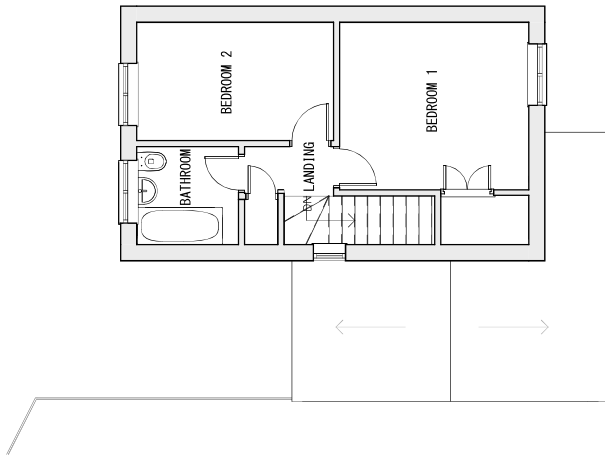


Application for Householder Planning Permission for works or extension to a dwelling.  
Town and Country Planning Act 1990.  
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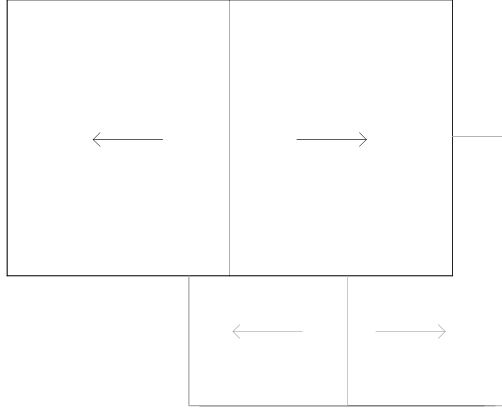
Stage: Planning	Job Title: Single Storey Side & Rear Extension	Job Number: 12MC	Drawing Number: 04
Drawing Title: Existing Ground Floor Site Plan	Client: Wafic Fawaz	Scale: 1 : 150 @ A3	Revision Suffix:
			A
	Site Address: 12 Marsworth Close, Hayes, UB4 9SZ	Date: 16/06/2023	Drawn By: GU Checked By: AA



EXISTING GROUND FLOOR PLAN

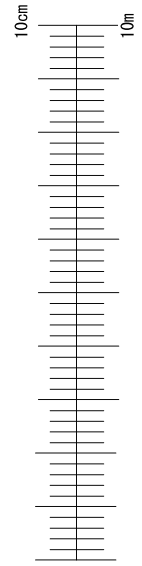


EXISTING FIRST FLOOR PLAN



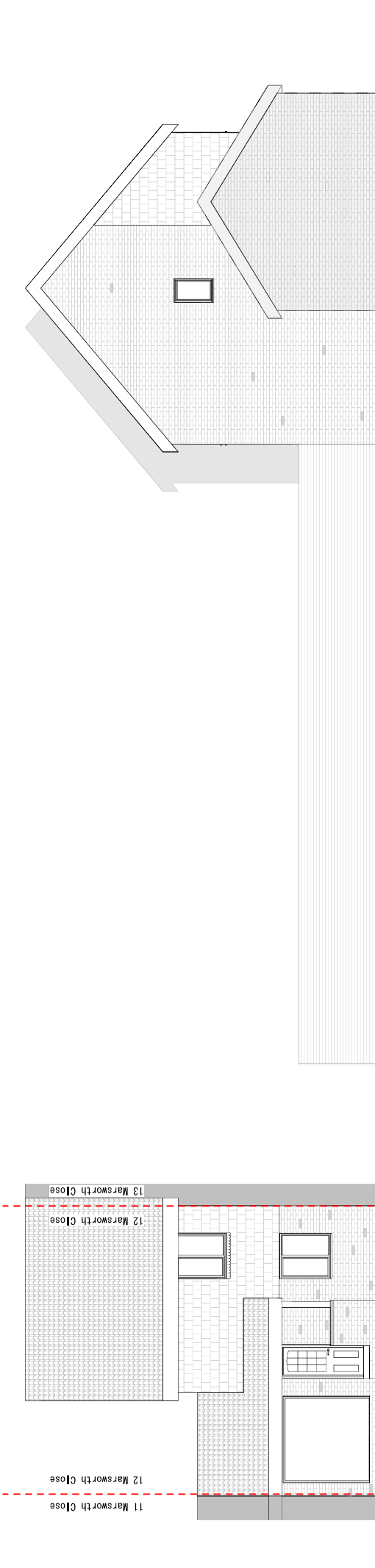
EXISTING ROOF PLAN

Application for Householder Planning Permission for works or extension to a dwelling.  
 Town and Country Planning Act 1990.  
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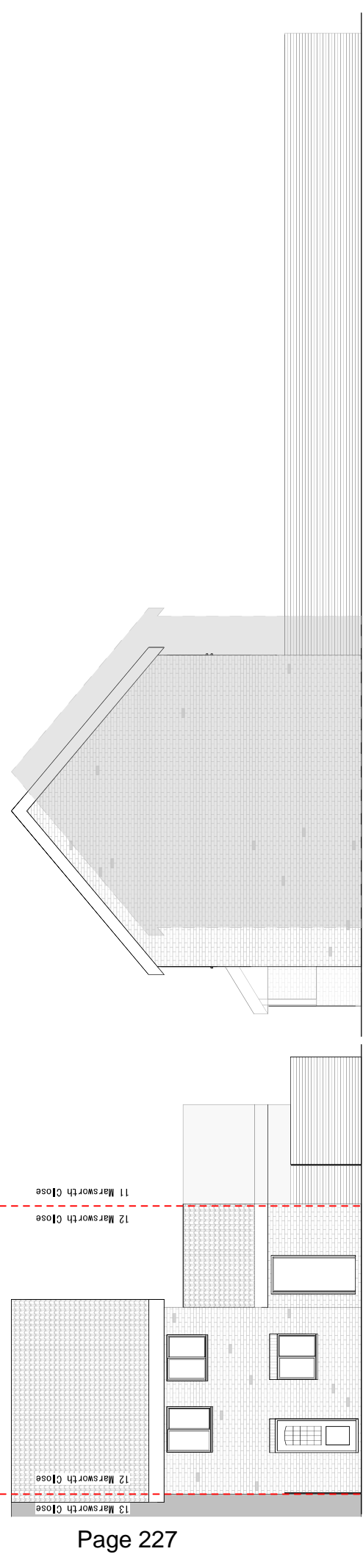
Stage: Planning	Job Title: Single Storey Side & Rear Extension	Job Number: 12MC	Drawing Number: 02
	Client: Wafic Fawaz	Scale: 1 : 100 @ A3	Revision Suffix: A
Drawing Title: Existing Floor Plans	Site Address: 12 Marsworth Close, Hayes, UB4 9SZ	Date: 16/06/2023	Drawn By: GU Checked By: AA





EXISTING SOUTH-WESTERN ELEVATION

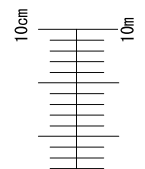
EXISTING FRONT ELEVATION



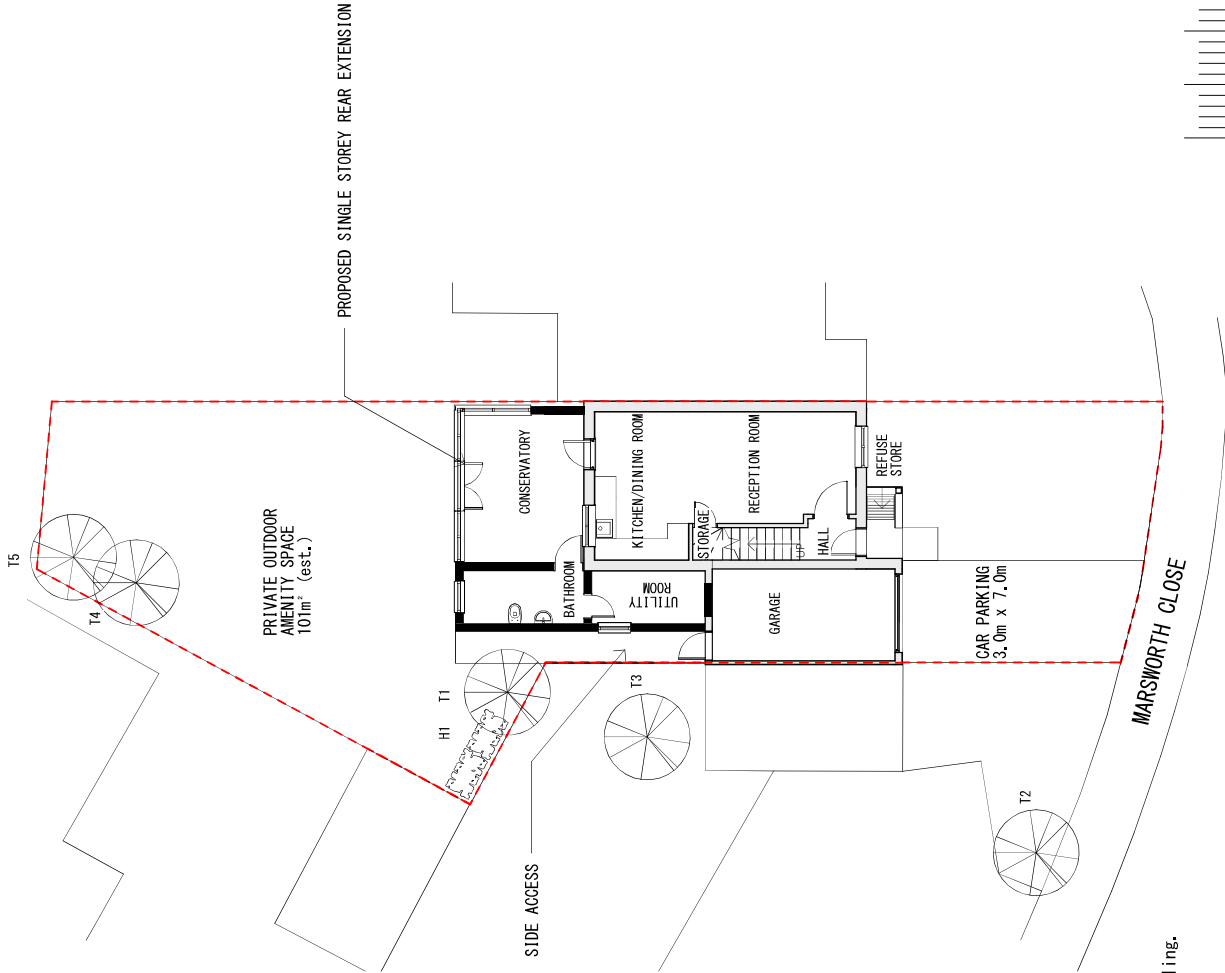
EXISTING REAR ELEVATION

EXISTING NORTH-EASTERN ELEVATION

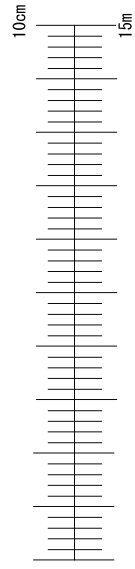
Application for Householder Planning Permission for works or extension to a dwelling.  
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Stage: Planning	Job Title: Single Storey Side & Rear Extension	Job Number: 12MC	Drawing Number: 06
Drawing Title: Existing Elevations	Client: Wafic Fawaz	Scale: 1 : 100 @ A3	Revision Suffix:
			Drawn By: GU
	Site Address: 12 Marsworth Close, Hayes, UB4 9SZ	Date: 16/06/2023	Checked By: AA

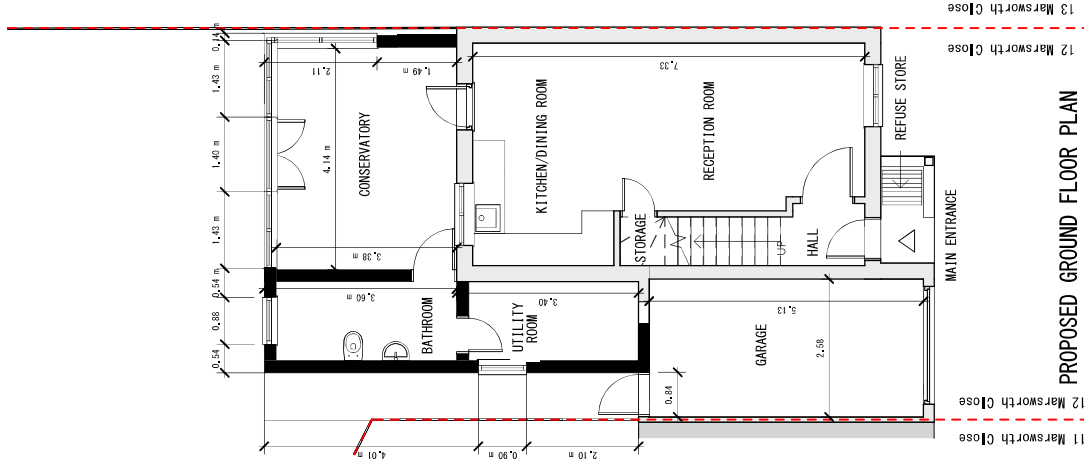


PROPOSED BLOCK PLAN  
SCALE 1:150

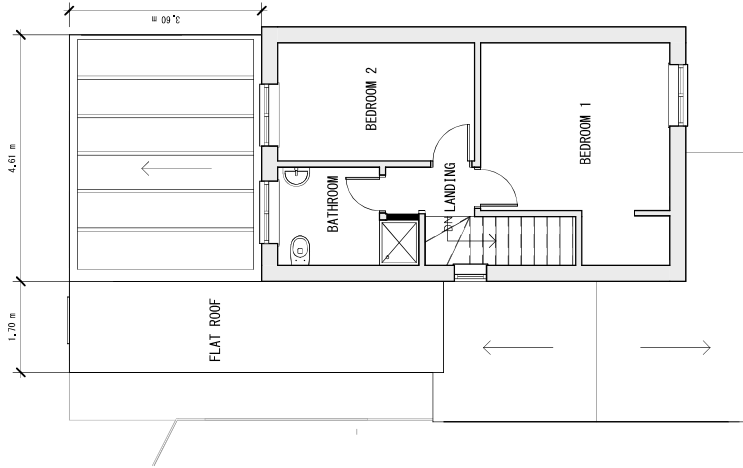


Application for Householder Planning Permission for works or extension to a dwelling.  
Town and Country Planning Act 1990.  
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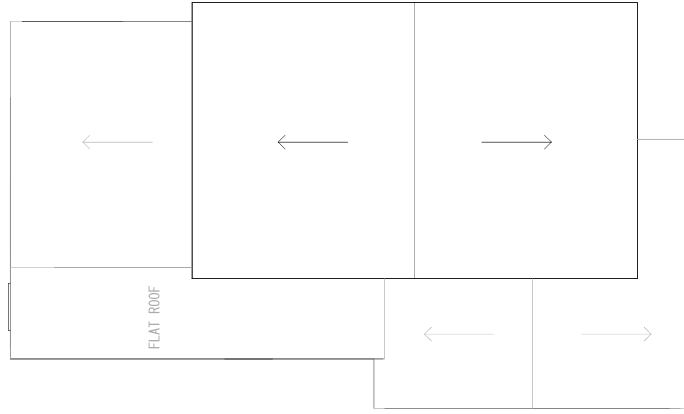
Stage: Planning	Job Title: Single Storey Side & Rear Extension	Job Number: 12MC	Drawing Number: 05
	Client: Wafic Fawaz	Scale: 1 : 150 @ A3	Revision Suffix: A
Drawing Title: Proposed Ground Floor Site Plan	Site Address: 12 Marsworth Close, Hayes, UB4 9SZ	Date: 16/06/2023	Drawn By: GU Checked By: AA



**PROPOSED GROUND FLOOR PLAN**



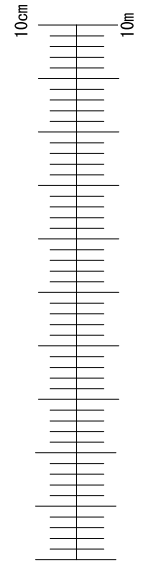
**PROPOSED FIRST FLOOR PLAN**



**PROPOSED ROOF PLAN**

PROPOSED EXTENSION GROSS INTERNAL  
AREA (GIA):  
23.1 m<sup>2</sup>

Application for Householder Planning Permission for works or extension to a dwelling.  
Town and Country Planning Act 1990.  
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Stage: Planning

Job Title: Single Storey Side & Rear Extension

Job Number: 12MC

Drawing Number: 03

Client: Wafic Fawaz

Scale: 1 : 100 @ A3

Revision Suffix:

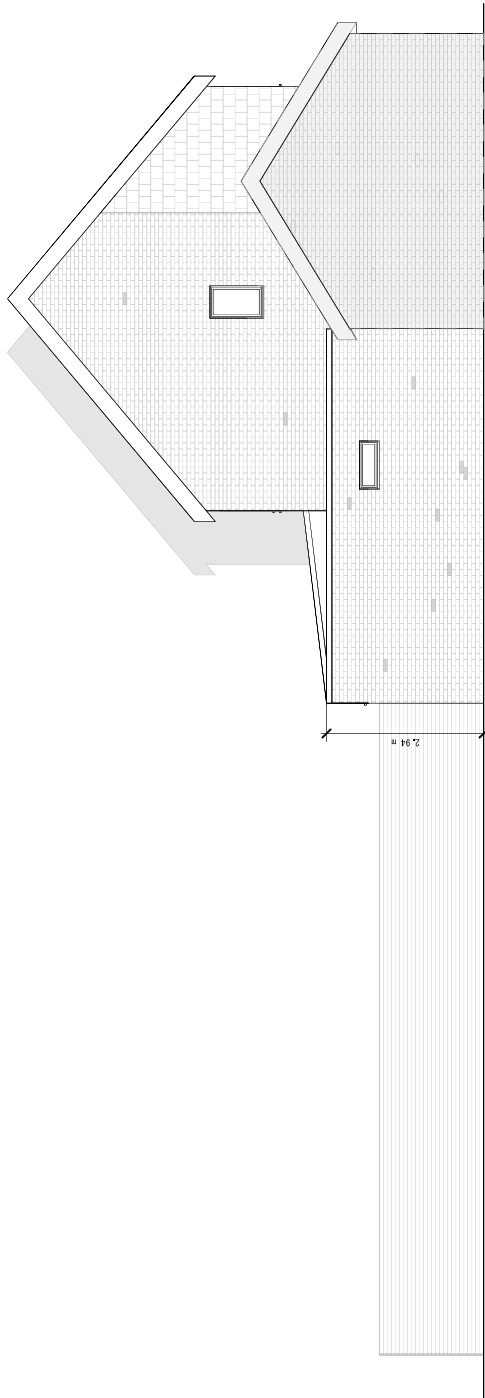
Drawing Title: Proposed Floor Plans

Site Address: 12 Marsworth Close, Hayes, UB4 9SZ

Date: 16/06/2023

Drawn By: GU

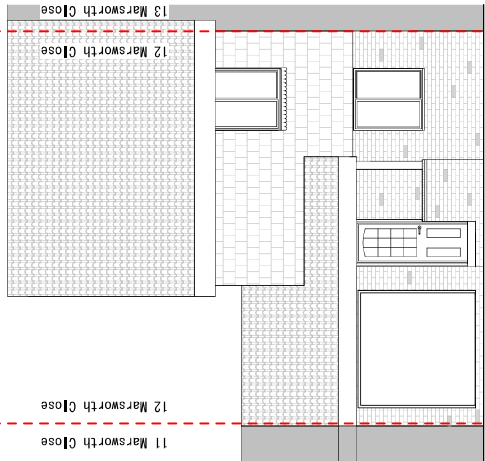
Checked By: AA



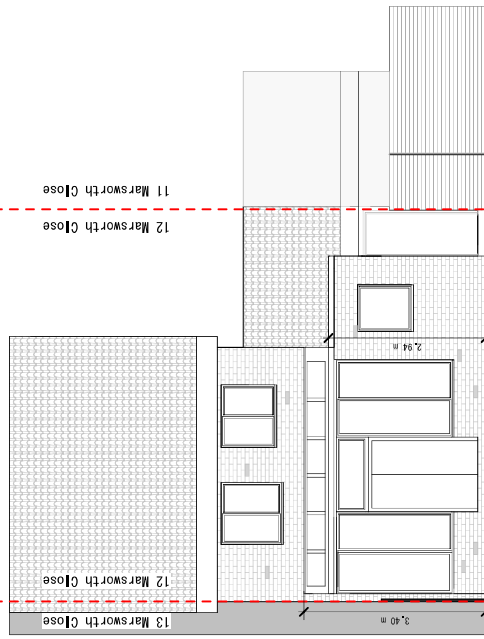
PROPOSED SOUTH-WESTERN ELEVATION

**NOTES**  
 All materials to match existing.  
 Side windows to be obscured glass and non-openable below 1.7m above floor level.  
 All dimensions to be verified on site prior to commencement of any building works or order/shop of materials.

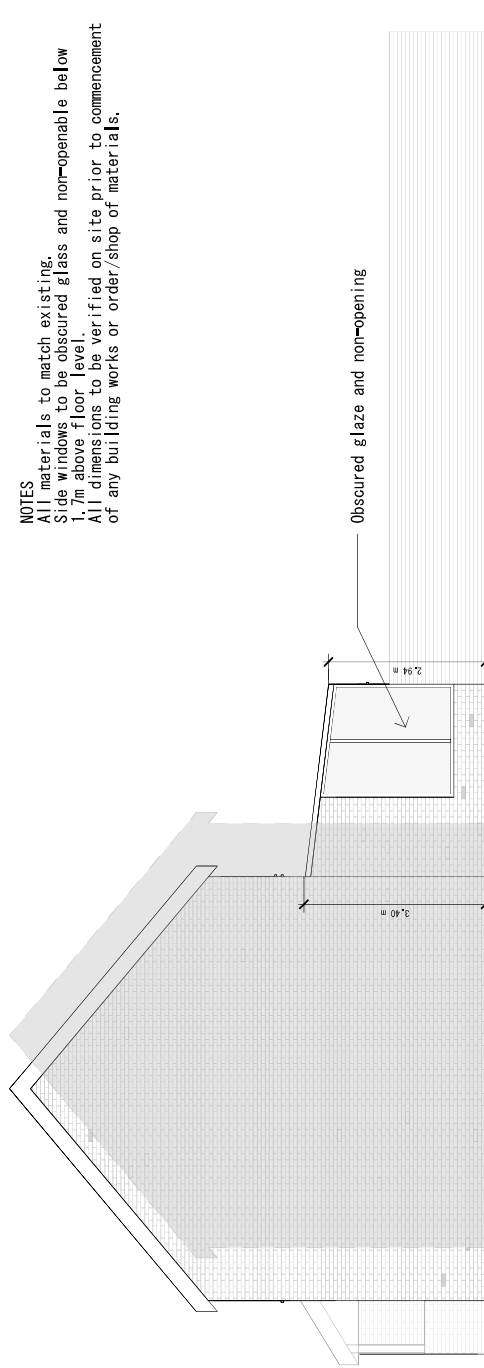
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED NORTH-EASTERN ELEVATION



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Stage: Planning

Job Title: Single Storey Side & Rear Extension

Job Number: 12MC

Drawing Number: 07

Drawing Title: Proposed Elevations

Client: Wafic Fawaz

Scale: 1 : 100 @ A3

Revision Suffix:

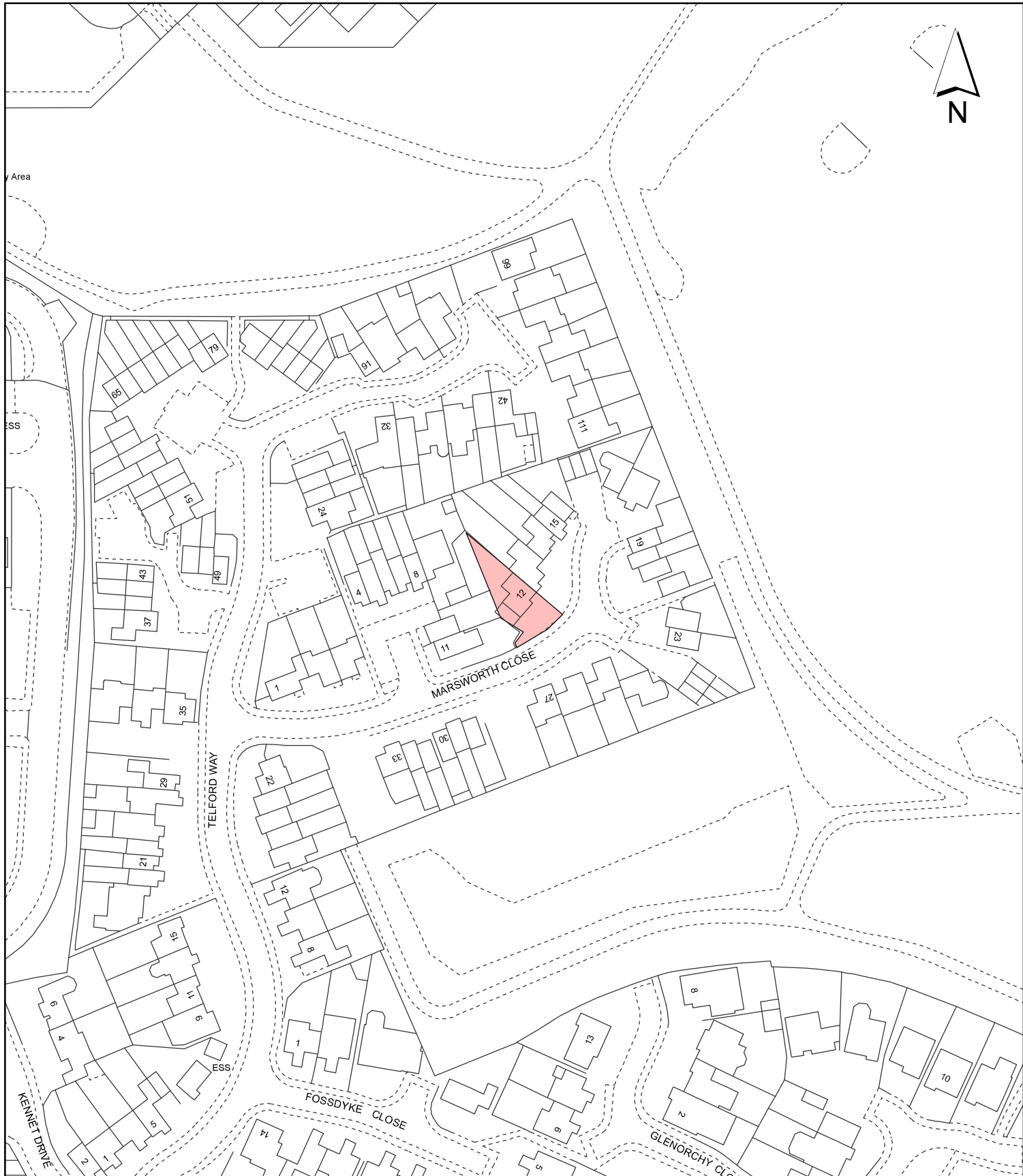
A

Site Address: 12 Marsworth Close, Hayes, UB4 9SZ

Date: 16/06/2023

Drawn By: GU

Checked By: AA



**Notes:**

 Site boundary

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Site Address:

**12 Marsworth Close**

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

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

Planning Application Ref:

**77767/APP/2023/1355**

Scale:

**1:1,250**

Planning Committee:

**BoroughPage 231**

Date:

**September 2023**



**HILLINGDON**  
LONDON

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