

Report of the Corporate Director of Planning & Community Services

Address 16 AND 18 KINGSEND RUISLIP

Development: Conversion of existing dwellings to provide 3 one- bedroom and 8 two-bedroom flats, involving the provision of a new central link, part single storey, part two storey rear extensions, front dormers and side rooflights to each dwelling, together with associated parking, landscaping, vehicular and pedestrian access and bin store (involving demolition of existing garages).

LBH Ref Nos: 63221/APP/2009/1047

Drawing Nos: 1473/P01
1473-P02
1473-P03 REV: D
1473-P04 REV: D
1473-P05 REV:D
1473-P06
RUIS0711
Design and Access Statement

Date Plans Received: 18/05/2009

Date(s) of Amendment(s):

Date Application Valid: 08/06/2009

1. SUMMARY

This application seeks full planning permission for the conversion of two existing detached dwelling houses to provide for 11 residential flats with associated parking and amenity space. The scheme provides for 8 x 2 bedroom and 3 x 1 bedroom units.

The proposal seeks to overcome the deficiencies in a previously refused scheme proposed on this site, which was also dismissed at appeal. The previous 12 unit development was refused as it raised concerns relating to its impact on the character and appearance of the street scene and surrounding residential area. Further, the alterations and extensions proposed under this previous application, which sought to join the two detached units together, resulted in a scheme that did not harmonise with the scale, form, architectural composition and proportions of the original buildings and would have resulted in impacts upon the amenity of adjoining occupiers. In addition, no contributions were offered or secured towards the improvements of services and facilities as a consequence of demands created by the proposed development.

Whilst the revised scheme has addressed issues relating to the impact upon the amenity of adjoining residential properties, it is considered that the design of the revised scheme would neither preserve nor enhance the character or appearance of the Ruislip village Conservation Area. Furthermore, the extensions do not harmonise with the architectural form of these existing buildings and are incongruous with the established rear building lines of adjoining properties and are therefore contrary to established policies and guidance pertaining to residential extensions.

When considered with other developments benefiting from planning permission, the scale of the development as a whole will result in a cumulative impact that will be to the

detriment of the character of the residential setting of Kingsend.

No agreement has been reached with the applicant in respect of contributions towards the improvement of services and facilities required, including education, open space and community facilities, arising from the demands created by the proposed development.

It is therefore recommended that planning permission be refused for these reasons.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The development, in particular the rear extension proposed to the rear of each dwelling, fails to harmonise with the scale, form, architectural composition and proportions of the original buildings and is considered contrary to Policies BE4 and BE15 of the Hillingdon Unitary Development Plan Saved Policies September 2007, and the adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposed development, by reason of its design, layout, scale, proportions and massing, would result in a cramped, unduly intrusive, visually prominent and inappropriate form of development, which fails to respect and would be out of keeping with the character and appearance of the Ruislip Village Conservation Area and would be to the detriment of the character of Kingsend. The scheme is therefore contrary to Policy BE4, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the adopted Supplementary Planning Documents HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of education, construction training, community facilities and health improvements). The scheme therefore conflicts with Policy R17 of the London Borough of Hillingdon Unitary Development Plan Saved Policies September 2007, and the adopted Supplementary Planning Document 'Planning Obligations.'

4 NON2 Non Standard reason for refusal

The applicant has failed to demonstrate in terms of a daylight/sunlight assessment that the below ground units will be provided with appropriate levels of sunlight/daylight to service these units. The proposal would therefore result in accommodation which would be to the detriment of future occupiers and contrary to Policy BE20 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the adopted Supplementary Planning Documents HDAS: Residential Layouts.

5 NON2 Non Standard reason for refusal

The scale of the development is to the detriment of the character of Kingsend when considered in the context of flatted development benefiting from planning permission. The scheme is therefore contrary to Policy BE19 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Hillingdon Design and Accessibility Statement:

"Residential Layouts".

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE4	New development within or on the fringes of conservation areas
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H7	Conversion of residential properties into a number of units
H4	Mix of housing units
H5	Dwellings suitable for large families
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS	Residential Layouts Residential Extensions Accessible Hillingdon Planning Obligations Noise

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of approximately 0.1647ha and is located on the north side of Kingsend. It comprises two detached two storey red brick dwelling houses (No.16 and No.18 Kingsend). The site has an overall frontage to Kingsend of approximately 35 metres and is located within the recent extension (January 2009) to the Ruislip Village Conservation Area.

The application site is situated in a predominantly residential area, and consists of two separate two storey buildings, currently clearly separated by the one storey linking element. The distinct chimney stacks on either side gable reinforce the character of the individual buildings. The current layout of two separate buildings provides views between the two buildings, an important quality in the street scene. These are an attractive pair of yellow stock brick, detached two storey Queen Anne style houses with red brick dressings, similar in appearance and quality to some of the Hampstead Garden Suburb properties. The houses are symmetrical in design and linked by a nicely detailed shared screen wall housing two separate side entrances with arched brick detail over. The houses have wide frontages, but are quite shallow in terms of their depth. They have steeply pitched plain tiled roofs and quite large prominent stacks.

The area immediately surrounding the application site is characterised predominantly by large detached dwellings, generally two storeys in height.

Kingsend is designated as a Local Distributor Road on the Proposals Map of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007. The site is located approximately 300 metres from Ruislip Station and has a Public Transport Accessibility Level (PTAL) score of 4 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

3.2 Proposed Scheme

Full planning permission is sought for the conversion of two existing detached dwelling houses to provide for 11 residential flats, comprising 8 x 2 bedroom and 3 x 1 bedroom units with associated parking and amenity space.

The application provides details of layout, appearance, scale, access and landscaping. The submitted drawing indicates that the proposal includes the conversion and extension of the two existing four bedroom dwelling units, and provides for a glazed single storey extension set between the two dwellings, which will accommodate a one bed flat with lower ground floor living and patio area.

Two rear extensions are proposed off both dwellings. At the fullest extent, the extensions will extend approximately 7 metres and rise to a full height of three storeys (approximately 8.2m in height). The extensions project 4 metres directly off the rear of each dwelling, before stepping into the site and then providing an additional 3 metres projection to accommodate upper floor terraces that at their highest point stand 7.5m off existing ground level.

A parking area for 10 cars would be provided at the rear of the building accessed via a driveway on the eastern side of the dwelling unit located on No.16. A further 2 spaces for

people with disabilities would be provided at the front of the building. Vehicular access would be from Kingsend via an existing cross over servicing No.16.

The current application differs from the previously refused scheme by the omission of an extension to the side of 18 Kingsend to accommodate a one bed flat with lower ground floor living and patio area, in place of the existing garage, which is now shown to be retained and utilised for refuse bin and cycle storage.

The applicant has also submitted a Design and Access Statement and a Tree Survey and Arboricultural Implications Report with the application. These are detailed below:

- Design & Access Statement

This report outlines the context for the development and provides a justification for the design, number of units, layout, scale, landscaping, appearance and access for the proposed development.

- Tree Survey

The tree survey identifies and rates both on-site and immediately off-site trees, which may be affected by the development. In terms of policy BE38, the Birch is the only tree of merit and there is space/scope for the planting of several new trees on the road frontage. The applicants have also submitted an arboricultural (tree) implication report (to BS 5837)(AIR), which includes sequenced methods of construction and site supervision. The proposed development utilises the existing driveways and retains the Birch tree. The report indicates that the Birch tree can be protected and should be not affected by the proposed development.

3.3 Relevant Planning History

Comment on Relevant Planning History

Full planning permission (ref. 63221/APP/2007/1817) was sought for the conversion of the two existing detached dwelling houses to provide for 14 flats, comprising 11 x 2 bedroom units and 3 x 1 bedroom units with associated parking and amenity space. The application sought to provide for a link extension to form one residential block. The application was refused on the 27 September 2007 for the following reasons:

1. The proposed development by reason of the increase in scale and massing and loss of the break between the two former separate buildings fails to harmonise with the existing street scene and the alterations and extensions proposed do not harmonise with the scale, form, architectural composition and proportions of the existing buildings on site contrary to Policies BE13 and BE15 of the adopted Hillingdon Unitary Development Plan.
2. The proposed development will have a detrimental impact upon the outlook and visual amenity currently enjoyed by occupiers of neighbouring residential properties contrary to Policies BE19, and BE21 of the adopted Hillingdon Unitary Development Plan.
3. The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of education and open space facilities). The scheme therefore conflicts with Policy R17 of the adopted Hillingdon Unitary Development Plan.

The scheme was amended by a revised application ref: 63221/APP/2007/3582, which

sought to overcome those reasons for refusal detailed above. The application was also refused for the following reasons:

1. The development, in particular the rear extensions proposed to the rear of each dwelling, fail to harmonise with the scale, form, architectural composition and proportions of the original buildings and is considered contrary to Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies September 2007, the Hillingdon Design and Accessibility Statement Residential Extensions and the Hillingdon Design and Accessibility Statement Residential Layouts.

2. The proposed flatted development will have a detrimental impact upon the outlook and visual amenity currently enjoyed by occupiers of neighbouring residential properties. The scheme is therefore contrary to Policy BE21 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Hillingdon Design and Accessibility Statement - Residential Extensions.

3. The scale of the development is to the detriment of the character of Kingsend when considered in the context of flatted development benefiting from planning permission. The scheme is therefore contrary to Policy BE19 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Hillingdon Design and Accessibility Statement - Residential Layouts.

4. The applicant has failed to demonstrate in terms of a daylight/sunlight assessment that the below ground units will be provided with appropriate levels of sunlight/daylight to service these units. The scheme is therefore considered contrary to Policy BE20 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Hillingdon Design and Accessibility Statement - Residential Layouts.

5. The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of education, open space and community facilities). The scheme therefore conflicts with Policy R17 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

The application was dismissed at appeal. The current application seeks to overcome the reasons for refusal.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.

PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.

PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas
BE15 Alterations and extensions to existing buildings
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.
BE23 Requires the provision of adequate amenity space.
BE24 Requires new development to ensure adequate levels of privacy to neighbours.
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H7 Conversion of residential properties into a number of units
H4 Mix of housing units
H5 Dwellings suitable for large families
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM7 Consideration of traffic generated by proposed developments.
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
HDAS Residential Layouts
Residential Extensions
Accessible Hillingdon
Planning Obligations
Noise

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th July 2009**

5.2 Site Notice Expiry Date:- **29th July 2009**

17th July 2009

6. Consultations

External Consultees

The application was advertised as major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and as affecting the character and appearance of the Ruislip Village Conservation Area.

189 neighbours were consulted including the Ruislip Residents' Association. Six separate petitions have been received, 3 of which have each signed by 24 residents and a further three petitions, signed by 38, 42 and 50 local residents respectively.

Most signatories live predominantly within the Kingsend, Ickenham Road and Wood Lane area and object to the proposal on the following grounds:

- (i) Loss of a perfectly good family home;
- (ii) Disruption to the layout of an established residential area;
- (iii) Contrary to the Hillingdon Design and Accessibility Statement which advises that the redevelopment of more than 10% of properties in a residential street is unlikely to be acceptable.
- (iv) Additional traffic, particularly when considered in conjunction with other proposed developments in the road, would result in a potential hazard.

In addition 25 individual replies have been received raising the following concerns:

- (i) While the proposal provides for an amended appearance at the front of the site, the scheme will still result in a huge extension to the rear, which creates a massive rear block, which negates the tweaking of the proposal at the front of the site;
- (ii) The rear extensions will still result in a loss of amenity to occupiers of No.14 and No.18A Kingsend due to the scale and bulk of the extensions;
- (iii) The large size and scale of the rear extensions will damage the habitability of neighbouring properties and impact upon the enjoyment and use of rear garden areas located on neighbouring properties;
- (iv) The rear extension will result in overlooking into the properties to the rear of the site and would have a detrimental impact upon the character and feel of the area;
- (v) Flats do not meet the Council's guidance on minimum floor areas;
- (vi) Loss of quality family home, which reflect fine architectural style;
- (vii) The proposed car parking and access driveway are unacceptable and will impact upon No.14 Kingsend due to the location of the living room in this adjoining dwelling;
- (viii) The access drive is too narrow for multi vehicle use and the level of the existing driveway is higher than the ground level of No. 14. It is essential that the existing boundary wall be maintained along the boundary line separating 16 and 14 Kingsend;
- (ix) The rear extensions will result in a loss of sunlight and daylight to No.14 Kingsend;
- (x) No consistency with respect to the traffic assessment of the various schemes proposed along Kingsend and no plan should be considered until the cumulative impact of recent development on traffic is assessed;
- (xi) Opposed to flatted development in Kingsend, and the density of flats in and around 41-45 Kingsend is already overbearing;
- (xii) Proposal does not accord with PPS3 in terms of supplying more family homes and there is an over provision of 1 and 2 bedroom flats in the area;
- (xiii) Contrary to the Hillingdon Design and Accessibility Statement which advises that the redevelopment of more than 10% of properties in a residential street is unlikely to be acceptable. 7

properties already approved for flatted development in Kingsend, which equates to 10.4% and therefore HDAS should be applied and the consideration of cumulative impacts on Kingsend appropriately factored;

(xiv) Contrary to Policies of the UDP relating to new development harmonising with the street scene, and character and appearance of the area and those relating to safeguarding residential amenity;

(xv) Out of scale with neighbouring houses resulting in a change in the character of the neighbourhood;

(xvi) Would worsen existing traffic problems in the locality and result in pollution and noise impacts. Kingsend already is impacted upon by traffic congestion;

(xvii) Noise and pollution to neighbouring dwellings due to use of rear parking area;

(xviii) Excessive concentration of flats in a relatively small area when considered in conjunction with other proposed developments in the road;

(xix) Insufficient on-site parking likely to result in overspill parking outside the site;

(xx) Loss of garden space and trees;

(xxi) Increased pressure on local services;

(xxii) Adverse impact on drainage and water run-off;

(xxiii) Impact upon the privacy and amenity, including the loss of daylight and sunlight of neighbouring residents due extent of intrusion of development into back garden;

(xxiv) Loss of security for residents in Sovereign Close;

(xxv) Insufficient width of access driveway to service rear car parking area;

(xxvi) Development does not provide for affordable housing, only the delivery of luxury homes.

ENGLISH HERITAGE (Historic Buildings)

English Heritage does not wish to offer any comments on this occasion.

This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

THAMES WATER

Surface Water Drainage

It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on site storage.

With regard to sewage infrastructure, we would not have any objection to the application.

Water Comments

Water supply comes within the area covered by the Three Valleys Water Company.

Ward Councillor - Objects to this application.

Internal Consultees

CONSERVATION OFFICER.

These are an attractive pair of yellow stock brick, detached two storey Queen Anne style houses with red brick dressings, similar in appearance and quality to some of the Hampstead Garden Suburb properties. The houses are symmetrical in design and linked by a nicely detailed shared screen wall housing two separate side entrances with arched brick detail over. The houses have wide frontages, but are quite shallow in terms of their depth. They have steeply pitched plain tiled roofs and quite large prominent stacks.

The houses are located within the recent extension (January 2009) to the Ruislip Village Conservation Area. Kingsend is important within the Conservation Area, as it was laid out in 1905 and was the first road to be developed by King's College, which owned much of the land at that time. The design and layout of this area was very much influenced by the Garden Suburb tradition and much effort was put into the design of the houses in response to the poor design of other new development within the area.

Kingsend is quite varied in terms of the style and size of houses, which are mainly detached, however, in general the buildings are of good quality and well spaced giving the area quite an open character. There are, however, some new flatted developments which have begun to erode the scale and quality of the streetscape within the area.

Nos.16 and 18 are largely unchanged save for the loss of original timber windows.

CONSIDERATION: The retention of the existing buildings is to be welcomed however, the current proposals suffer from a number of shortcomings:

a) Street elevation - the dormers would be overly tall, the doors to the converted garage and to the courtyard flat would not reflect the established architectural character of the frontage. The raised section of vertical roof/roof light over the central link would be conspicuous over the screen wall between the properties and again would not be in character with the architectural style of the elevation as a whole.

b) Rear elevation- the two-casement wide dormers would be overly large and are poorly detailed. The projecting flat roofed sections over the first floor additions would not reflect the very distinctive, yet simple, architectural style of the buildings. The design and proportions of the windows, together with the lack of brick arches over the openings would not reflect the general style and detailing of the fenestration of the original houses. The slightly asymmetrical appearance of the rear elevation would also detract from the elevational balance of the buildings - this elevation would be visible from the neighbouring properties. The basements are not a characteristic feature of this area, and indeed given the use of Garden Suburb design principles, would have been features particularly omitted from the area.

c) Footprint- the additions are very large, virtually doubling the footprint of the original houses. They would substantially enlarge the original footprint of the houses and would not be subordinate to them (HDAS residential extensions para 6.4). The additions would also be very deep in relation to the original house and would relate poorly to overall form of the houses. As such, both buildings would be left with very large and obvious crown roofs, not a characteristic feature of the original buildings on this road. The bulk of the large rear additions would also be visible in gap views between the properties, along the boundaries and from the surrounding buildings.

d) Site Layout - the amenity space to the rear appears rather small given the size of the enlarged buildings - good sized gardens are a feature of the area. The unbroken run of parking bays within the rear garden would also be detrimental to the setting of the buildings. These are shown located against the rear boundary fence, which would not allow for any planting beds to soften their appearance. The lack of space would also reduce the opportunities to introduce landscaping between the bays. These would be very close to the existing residential buildings to the rear of the site.

We note that there are three vehicle openings off Kingsend with associated access roads/hard surfacing, which would open up the frontage and erode the garden setting of the buildings.

RECOMMENDATIONS: Not acceptable, detrimental to the character and appearance of the Conservation Area.

S106 OFFICER

No affordable housing is sought, given the existing 2 houses.

3 x 1 bed flats (2hab. rooms x 1.51)

8 x 2 bed flats (3hab. rooms x 1.5)

Total estimated population: $4.53 + 12 = 16.53$

Proposed Heads of Terms:

1. Transport - In line with the SPD, it will be necessary to ascertain whether or not a s278 agreement is needed.

2. Education - in line with the SPD a contribution for education is likely to be sought.

3. Health - in line with the SPD a contribution in the sum of £3,581.55 is likely to be sought.

4. Recreational Open Space - in line with the SPD if a need is demonstrated by Green Spaces then a contribution towards the expansion of recreational facilities within the vicinity of the site will be sought to address this matter. It is important to note that under previous schemes that were refused and other flatter schemes within the street that have been given approval, at the time contributions for these open space was sought therefore I would assume some form of contribution would still be necessary from this proposal, if a formal bid is received by Green Spaces.

5. Community Facility - in line with the SPD there may be a need for an off-site community facility contribution to be secured as a result of this proposal. A scheme of this nature will result in a contribution in the sum of £10,000 towards the library expansion programme.

6. Construction Training - in line with the SPD a contribution equal to £2,500 for every £1m build cost will be sought for construction training in the borough if the estimated construction time exceeds 3 months and the construction cost is over £2m.

7. Library Contribution - in line with the SPD a contribution of £23 per person is likely to be sought towards library facilities and books = £380.19

8. Project Management and Monitoring fee - a contribution equal to 5% of the total cash contribution is sought to enable the management and monitoring of the resulting agreement.

ENVIRONMENTAL PROTECTION UNIT

I refer to your memo dated 26th June 2009 requesting comment on the above application, and further to my previous comments in my memos dated 15th August 2007 with reference to 63221/APP/2007/1817 and 12th December 2007 with reference to 63221/APP/2007/3582.

Road Traffic Noise

Should permission be granted, the proposed glazing along with its verified sound reduction index will need to be submitted for written approval prior to installation at this site.

It is therefore recommend condition be applied requiring a scheme for protecting the proposed development from road traffic noise, in order to ensure that the proposed development will satisfy the requirements of the Borough's Noise SPD, Section 5, Table 2;

Dust

Current government guidance in PPS23 endorses the use of conditions to control impacts during the construction phase of a development. With this in mind a condition requiring a scheme for protecting surrounding dwellings from dust emitted from the construction works is recommended.

The standard Construction Site Informative is also recommended.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Ruislip Village Conservation Area. Whilst there is no objection in principle to the proposed redevelopment of the two four bedroom houses for residential purposes it is particularly important in this instance to ensure that any proposed development is compatible with the character and appearance of both the existing buildings and surrounding residential setting.

The Supplementary Planning Document (SPD) HDAS: Residential Layouts, at paragraph 3.3 states that in relation to the redevelopment of large plots and infill sites currently used for individual dwellings into flats, the redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing.

The above document underpins and supports policies BE13 and BE19 of the Unitary Development Plan, which seek to protect the impacts of flatted development on the character and amenity of established residential areas.

Seven applications approved in Kingsend (Nos. 8, 28/28a, 30, 36, 41 & 43/45) are considered to fall under the interpretation of redevelopment.

Taking the above into consideration, 10.4% of properties on Kingsend have been redeveloped (being 7 out of 67 properties), or have approval for redevelopment for residential purposes. Should the current proposal be approved, 13.4% would have been approved for redevelopment, which would be contrary to the Supplementary Planning Document (SPD) HDAS: Residential Layouts.

The Inspector in dismissing the appeal for the previous scheme, attached considerable weight to the supplementary planning document, noting that the redevelopments in the immediate vicinity are exactly what the 10% threshold is aimed at addressing. The current proposal, in common with the previously refused scheme, fails to satisfy this element of the planning guidance and this is considered to be compounded by the failure of the proposal to enhance the character of the local area, particularly given its recent inclusion within the Conservation Area.

There is therefore an objection in principle to the conversion and redevelopment of the site for flatted development, given, as stated elsewhere in this report, that the development is considered to be detrimental to the character and amenity of the area.

Policy H5 states that the Council will encourage the provision of dwellings suitable for large families. The proposal would result in the loss of two four bedroom family dwellings, contrary to the intent of Policy H5. However, their replacement with 8 two-bedroom units and 3 one-bedroom units is considered to offset this loss, as it would provide a greater number of units, which would meet other forms of housing need in the Borough.

7.02 Density of the proposed development

London Plan Policy 3A.3 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 4B.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in Table 3A.2 (Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The site has a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6 where 1 represents the lowest level of public accessibility. Table 3A.2 recommends that developments within suburban residential setting with a PTAL score of 4 and with 2.7 - 3 hr/unit, should be within the ranges of 150-250 hr/ha and 50-95 units/ha.

The proposed density for the site would be 176 hr/ha and 64 units/ha, which is within the London Plan guidelines having regard to the site's Public Transport Accessibility Level.

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

Policy BE13 of the UDP states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area. Policy BE4 requires any new development within or on the fringes of a Conservation Area to preserve or enhance those features that contribute to its special architectural and visual qualities, and to make a positive contribution to the character or appearance of the conservation area.

The houses are located within the recent extension (January 2009) to the Ruislip Village Conservation Area. Kingsend is important within the Conservation Area, as it was laid out in 1905 and was the first road to be developed by King's College, which owned much of the land at that time. The design and layout of this area was very much influenced by the Garden Suburb tradition and much effort was put into the design of the houses in response to the poor design of other new development within the area.

Kingsend is quite varied in terms of the style and size of houses, which are mainly detached, however, in general the buildings are of good quality and well spaced giving the area quite an open character. There are, however, some new flatted developments which have begun to erode the scale and quality of the streetscape within the area.

The existing properties are an attractive pair of yellow stock brick, detached two storey Queen Anne style houses with red brick dressings, similar in appearance and quality to some of the Hampstead Garden Suburb properties. The houses are symmetrical in design and linked by a nicely detailed shared screen wall housing two separate side entrances with arched brick detail over. The houses have wide frontages, but are quite shallow in terms of their depth. They have steeply pitched plain tiled roofs and quite large prominent stacks. Nos.16 and 18 are largely unchanged, other than the loss of original timber windows.

The Conservation/Urban Design Officer considers that the retention of the existing buildings is to be welcomed, but raises a number of concerns relating to the design, layout, foot print and scale of the current proposals

In terms of the impact on the street scene, it is considered that the dormers in the front elevation would be overly tall, while the doors to the converted garage and to the courtyard flat would not reflect the established architectural character of the frontage. The raised

section of vertical roof/roof light over the central link would be conspicuous over the screen wall between the properties, which would not be in character with the architectural style of the elevation as a whole.

Two pedestrian and one vehicular access, together with 2 disabled parking bays are proposed at the front of the properties. It is considered that the accesses and associated hard surfacing would open up the frontage and erode the garden setting of the buildings.

With regard to the rear element of the proposal, although this would not be readily visible from the public domain, it would be visible from the neighbouring properties. The two casement wide dormers would be overly large and are poorly detailed. The projecting flat roofed sections over the first floor additions would not reflect the very distinctive, yet simple, architectural style of the buildings. The design and proportions of the windows, together with the lack of brick arches over the openings would not reflect the general style and detailing of the fenestration of the original houses. The slightly asymmetrical appearance of the rear elevation would also detract from the elevational balance of the buildings. In addition, the proposed basements are not a characteristic feature of this area.

The proposed additions to the existing houses are relatively large, almost doubling the footprint of the original houses. They would substantially enlarge the original footprint of the houses and would not be subordinate to them as required by HDAS residential extensions guidance. The additions would also be very deep in relation to the original houses and would relate poorly to overall form of the houses. As a result, both buildings would be left with very large and obvious crown roofs, which is not a characteristic feature of the original buildings on this road. The bulk of the large rear additions would also be visible in gap views between the properties, along the boundaries and from the surrounding buildings.

In terms of the overall site layout, the unbroken run of parking bays within the rear garden is considered to be detrimental to the setting of the buildings and would compromise the potential to provide amenity space commensurate with the size of the enlarged buildings. The relatively small rear garden area is uncharacteristic for the area, where good sized gardens are a predominant feature. The parking area is shown located against the rear boundary fence, which would not allow for any planting beds to soften its appearance. The lack of space would also reduce the opportunities to introduce landscaping between the bays. These would be very close to the existing residential buildings to the rear of the site.

It is therefore considered that the proposed residential development would neither preserve nor enhance the character or appearance of the Conservation Area, contrary to Unitary Development Plan Saved Policies BE4, BE13 and BE19 and the provisions of PPG15.

In terms of the Conservation Area Consent application (ref: 63221/APP/2009/1056) which was submitted in association with this planning application, only the existing garage to No.16 is shown to be demolished. The level of demolition proposed does not trigger a requirement for Conservation Area Consent and as such, no further action will be taken with regard to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Unitary Development Plan seeks to ensure that new development harmonises with the existing street scene, while Policy BE15 seeks to permit alterations and extensions to existing buildings where they harmonise with the scale, form, architectural composition and proportions of the original building. The latter policy is of particular relevance to this current application. Policy BE4 requires new developments within conservation areas to preserve or enhance those features which contribute to their special architectural and visual qualities. Policy BE19 and seeks to protect the effects of development on the character and amenity of established residential areas.

The application site is situated in a predominantly residential area and consists of two separate two storey traditional red brick buildings. The distinct chimney stacks on either side gable reinforce the character of the dwellings.

The Council's SPD Residential Layouts sets out guidance with respect to elevational treatment, building lines and rooflines. Furthermore, the Council's SPD HDAS Residential Extensions also provides detailed guidance on appropriate design responses for extensions to detached dwellings.

From an urban design point of view, the principle of retaining the existing buildings in the proposed scheme is welcomed. However, the Council's Conservation/Urban Design officer considers that the proposed scheme causes serious concerns with regards to the design, scale, bulk, massing and style of the proposed rear extensions, which are considered to be over dominant in relation to the existing buildings.

The application provides for extensions to the rear of both dwellings. The existing buildings are both 7m deep, and have a ridge height of 8.3m. The first part of the rear extensions extend 4m to the rear (full height), whilst the second part, extends an additional 3m.

The proposed rear extensions are considered out of keeping with the scale, bulk and height of the existing dwellings and are considered excessively deep and increase the depth of the buildings by more than 100%. As a result, it is considered that the comfortable spatial relationship between the built elements and their generous garden setting, a key characteristic of the site and the area, is distorted.

The scheme is contrary to existing policy, which does not permit alterations and extensions to existing buildings that fail to harmonise with the scale, form, architectural composition and proportions of the original buildings. As such the scheme is considered contrary to Policy BE15.

Furthermore, HDAS Residential Extensions requires extensions to be clearly subservient to the original structure and to conform to the overall character of the existing buildings. The current scheme does not achieve this outcome.

The scale, type and configuration of the full height fenestration on the rear elevation give a large scale and repetitive impression, which is contrary to the existing character of the buildings.

With respect to the scheme's impact on the character and appearance of the street scene, in addition to the comments provided in section 7.03 of the report, it is considered that the proposed infill between the main buildings, a higher structure than the present, does not

comply with the character of the buildings and would affect the street scene negatively. The scale of the development as a whole fails to complement or improve the amenity and character of Kingsend and will result in cumulative impacts on the surrounding residential setting.

In conclusion, any alterations to the existing buildings should either preserve their current qualities, or enhance the character of the site, which in both instances, the proposal fails to achieve. The proposal is considered to be contrary to Policies BE15 and BE19 of the UDP Saved Policies September 2007.

7.08 Impact on neighbours

The refused scheme raised concerns associated with the scale, massing and style of the extensions, which were considered to be excessively over dominant in relation to the existing buildings when viewed from the adjoining properties. The Inspector, stated in his decision, on the refused scheme, that subject to improved details and conditions, the proposals would avoid unacceptable harm to the residents of No.14. The inspector also concluded that there would be no unacceptable harm to properties to the rear of the site. However, it would be harmful to the living conditions of the residents of No.18A, due to loss of outlook and privacy. The current proposal has been amended in an attempt to address these concerns.

The applicant has demonstrated that the rear extensions will comply with the Council's guidance in respect the 45-degree line of sight taken from the nearest window of neighbouring properties. Further, to mitigate the dominance of the development, the extensions have been stepped in from the adjoining property boundaries by approximately 3m-6m.

With respect to the impact on No.14 Kingsend, the current application is similar to the refused scheme other than confirmation that the existing garage wall will be retained between No.14 and the driveway, as was the case with the previous application, but was not clear to the Inspector. In addition, the Juliet balcony to the first floor window has been removed and replaced with a window, so that there is no access to the adjoining flat roof.

An analysis of potential overshadowing undertaken by Council officers identifies that the rear extensions, in particular the rear extension proposed on No.16 will slightly reduce the extent of sunlight and daylight currently enjoyed within the rear garden area by occupiers of No.14. However this must be balanced against the existing level of shading created from the existing dwellings.

The proposed driveway would be sited alongside the side boundary with No.14. However the existing hedging and the retention of the existing garage brick boundary wall will assist in mitigating any undue loss of amenity to the occupiers of this dwelling as a result of noise and disturbance. Similarly, it is not considered that the rear parking area would be likely to give rise to excessive disturbance to neighbouring occupiers at No.14.

It is therefore considered that the proposal would avoid unacceptable harm to the occupants of No.14 Kingsend.

With regard to the potential impact on No.18, the Inspector in assessing the previous scheme, concluded that the previous proposal would be harmful to the residents of that property, due to loss of outlook and privacy. The scheme has been amended, omitting the residential unit to the west of the site, but retaining the existing garage (to be used for bin

and cycle storage), so that there will no longer be a high wall along this boundary and no overlooking of the adjoining garden from any windows close to the boundary. It is therefore considered that the proposal would avoid unacceptable harm to the occupants of No.18A Kingsend.

In terms of the impact on residents to the rear of the site, these properties currently have quite secluded gardens and an open aspect. The Inspector in assessing the previous scheme, concluded that although the proposal would allow greater overlooking and the scale of the works would reduce their outlook, the distances involved between the new windows in the extended buildings and the rear gardens and windows of those properties would be such that the living conditions of those residents would not be harmed to an unacceptable degree. The current proposal maintains similar distances to the previous scheme and it is therefore not considered that the current scheme should be refused on these grounds.

Similarly, the Inspector considered that the more intense use of the garden area for parking, access and outdoor amenity space, given the nature of the existing boundary walls and hedges, would be acceptable. Given that the treatment and use of the rear gardens do not differ fundamentally between the refused and current schemes, it is not considered that the living conditions of adjoining residents would not be unacceptably harmed as a result of noise, disturbance or visual intrusion.

In conclusion, it is considered that the current scheme overcomes the reason for refusal and the Inspector's concerns with regard to the previous scheme, in terms of impact on residential amenity. It is not considered that the rear extensions would cause over-dominance, loss of privacy or undue disturbance, in accordance with Policies BE21, BE24 and OE1 of the UDP Saved Policies September 2007.

7.09 Living conditions for future occupiers

With the exception of two of the first floor 2 bedroom units at 62.3m² in area, all other units comply with the Council's HDAS guidelines for minimum internal floor areas. It is noted that the unit size could be increased to comply, however given the minor nature of the 0.7m² non-compliance with the Council's guidance it is not considered that these units would result in a poor internal living environment for future occupiers.

Policy BE23 of the Unitary Development Plan Saved Policies September 2007 requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting, for future occupiers. In addition, the Council's Design and Accessibility Statement SPD Residential Layout details that balconies should be provided for upper floor flats and private patios for ground floor units and that for one bedroom flatted development a minimum 20m² be provided per unit and for two bedroom flatted development a minimum 25m² be provided per unit. In accordance with this standard, a total of 260m² of amenity space is required.

The application identifies a communal amenity area at the rear of the site comprising 342m², which is in accordance with the guidelines in the HDAS. The scheme also shows low hedge borders around each of the ground floor level patio areas, which allows the demarcation between private and communal amenity areas.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and

O5 of the UDP, HDAS Residential Layouts and the provisions of the London Plan. However, the proposal provides for one, below ground level, one bedroom unit, set within a glazed, single storey extension. This unit occupies the space between the two dwellings. This extension, while presenting a single storey facade when viewed from the road, splits into a two storey unit at the rear by excavating half a storey below ground level.

There is the potential that the basement level component servicing each of these units will not have sufficient sunlight and daylight, especially the lower ground level living room and kitchenette. The main light well into the living rooms is gained via an open light shaft located next to the stairwell, and while this may allow adequate light during summer months there is a concern that this unit will not have access to adequate sunlight and daylight during the winter months. Further, the main living room will have limited outlook from the north facing windows.

Access to sunlight and daylight to internal living areas is a matter that is paramount to achieving a satisfactory living environment for future occupiers. Previous appeal cases have raised concerns where the design of the scheme prevents daylight from reaching the principal living room and the kitchen, making the use of artificial light in these rooms necessary at all times and creating unacceptable living conditions for the building's occupiers. Notwithstanding the fact that the Inspector, in assessing the previous scheme did not consider the effect on the living conditions of future occupiers, it is considered that the applicant has failed in this case, to successfully demonstrate that the below ground living rooms will provide an appropriate living environment for future occupiers in accordance with the Council's guidance and with Policy BE20 of the UDP Saved Policies September 2007. This matter is best considered through a daylight and sunlight assessment. No such assessment has been provided with the application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The Council's Highways Engineer raises no objection to the development in terms of the impact of the traffic generated on the highway network or the proposed access arrangements from Kingsend, subject to details of refuse storage arrangements and the provision of sight lines at the site entrance. These can be secured by appropriate conditions in the event of planning permission being granted.

With regard to parking, 12 (including 2 disabled spaces) car parking spaces have been provided for the proposed development, which at a ratio of 1.1 spaces per unit, complies with Council's Parking Standards. The Highways officer has concluded that with a PTAL value of 4, this parking provision is acceptable because of the site's close proximity to Ruislip Tube Station and other public transport services. With waiting restrictions in place in Kingsend during daytime, there are no concerns regarding increased on street parking.

A principle concern from an internal access point of view, and a matter raised by objectors, is that the proposed driveway servicing the development only provides for a maximum access width of 2.8m to the internal wall of the existing garage boundary wall. While this is adequate to meet the needs of individual vehicles, a passing bay is required to ensure that vehicles entering the site do not have to reverse back out onto the road. This could be identified behind the existing disabled parking spaces, given that there is sufficient space for two vehicles to pass in this part of the site.

In the event that the application is approved, the Highways officer has requested a condition that requires the two existing redundant accesses to be closed and reinstated to a footway. The identification of a passing bay will also be required to address vehicles passing each

other within the site.

7.11 Urban design, access and security

These issues have been addressed in sections 7.03 and 7.07 of this report.

7.12 Disabled access

HDAS was adopted on the 20th December 2005 and requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standard for 2 bedroom flats is 63sq. m and 77sq. m for 3 bedroom flats. Where balconies are provided, the floor space of the balconies can be deducted from these standards, up to a maximum of 5sq. metres. Additional floorspace would be required for wheelchair units.

The floor plans indicate that the development generally achieves HDAS recommended floor space standards for 10 of the units and that Lifetime Home Standards could be met for these flats in terms of size.

The Access officer has concerns that no unit has been identified to meet fully wheelchair accessible standards. Although details have not been provided, one of the units could be designed to full relevant standards. Had the scheme been acceptable in other respects, a condition could have been recommended requiring the submission of internal layout details, to ensure compliance.

7.13 Provision of affordable & special needs housing

This application does not trigger a requirement for the provision of affordable housing, as the net gain in units is below the 10 unit threshold.

7.14 Trees, Landscaping and Ecology

The existing properties have mature gardens, which are mainly lawns and borders with few structural landscaping features. There are several small trees in the rear gardens (mostly fruit trees), but there is only one notable tree on the site, being a protected Silver Birch (T19 on TPO 259) on the road frontage, which is to be retained.

The trees have been surveyed and assessed in accordance with the guidance in BS5837. In terms of policy BE38, the existing Birch is the only tree of merit and there is space/scope for the planting of several new trees on the road frontage. The arboricultural (tree) implication report (to BS5837)(AIR) submitted with the previous application, included sequenced methods of construction and site supervision. The report indicated that the Birch tree can be protected and should not be affected by the proposed development.

The Council's Trees and Landscape Officer has advised that subject to conditions requiring the submission of a more detailed landscaping plan and a condition ensuring that the development be carried out in accordance with the methods of construction and tree protection supervision outlined in the submitted report, the scheme is acceptable in terms of policy BE38.

7.15 Sustainable waste management

The Council's Waste Services Manager has commented that although the plans do

indicate a bin provision, the number of bins is not indicated. The required ratio is of 1100 litre refuse and recycling bins on a ratio of 1:10 + 1 per waste stream as a minimum, with no rounding down. The design of the bin chambers seems adequate, although the location of the bins store area does not incorporate the 10m closet point of access. In the event of an approval, a revision to the bin storage facilities could be carried through as a condition of consent.

7.16 Renewable energy / Sustainability

Had the scheme been acceptable in other respects a condition requiring an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 3 of the Code would have been attached.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application. Had the scheme been acceptable in other respects, a condition could have been imposed requiring sustainable Urban Drainage (SUDS) measures.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The majority of planning issues raised are dealt with in the main body of the report. However comments on the remaining concerns raised by residents are provided below:

(i) Loss of a good quality family home and over provision of 1 and 2 bedroom flats in the area.

Whilst Policy H5 of the adopted Unitary Development Plan seeks to encourage dwellings suitable for large families, Policy H4 refers to the need for a mix of housing units of different sizes and in particular the provision of 1 or 2 bedroom units. Given the site's location close to Ruislip Town Centre and Station it is not considered that the retention of the existing family home on the site could be justified in planning policy terms.

(ii) Adverse impact on drainage and water run-off

These matters could be dealt with by appropriate planning conditions in the event of planning permission being granted.

(iv) Opposition to Flatted Development

Objections have been raised against the mass of flatted development in a residential road of detached houses, and while it is acknowledged that more first time buyer properties are required, it is argued that the current proposals in Kingsend are not satisfying these requirements.

In considering this matter the GLA's Housing Requirements Study has estimated that the London wide net housing requirement over the next 15 years to meet both current un-met demand and projected household growth, incorporating assumptions about the extent of voluntary sharing by single person households, is divided between household sizes as follows:

Overall housing mix 1 bedroom household 32%

2/3 bedroom household 38%

4 bedroom or larger household 30%

The above residential housing mix reflects the need for a balanced community, and while the scheme reduces the number of four bedroom units available along Kingsend, it offers a greater diversity of housing not previously catered for.

7.20 Planning Obligations

Policy R17 of the Unitary Development Plan states that: The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, culture and entertainment activities and other community, social and education facilities through planning obligations in conjunction with other development proposals.

The application proposes a scheme of 11 flats in an area under pressure for primary and secondary school places. Under the Council's Supplementary Planning Guidance for Education Facilities, the proposed development is required to make a contribution of £7,190.

The scheme will give rise to an increase demand on existing community facilities in the locality and a contribution towards community facilities of £10,000 towards the library expansion programme is sought.

In line with supplementary planning guidance, a contribution in the sum of £3,581.55 is sought towards improved health facilities.

In line with supplementary planning guidance, a contribution equal to £2,500 for every £1m build cost is sought for construction training in the Borough.

No contributions have been offered or secured in relation to the proposal. It is therefore considered that planning permission should also be refused for this reason.

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

There are no other issues associated with this development.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the

Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

The revised scheme has failed to overcome the issues raised with the previous 12 unit development, which was refused on this site.

The proposed scheme causes concerns with regards to the scale, bulk, massing and style of the proposed rear extensions, which are considered to be severely over dominant in relation to the existing buildings. The scale of the development as a whole fails to complement or improve the amenity and character of Ruislip Village Conservation Area and will result in cumulative impacts on the residential setting of Kingsend in particular.

There is also concern regarding the environmental conditions of the below ground flat and no contributions have been offered or secured towards the improvements of services and facilities as a consequence of demands created by the proposed development.

It is therefore recommended that planning permission be refused for these reasons.

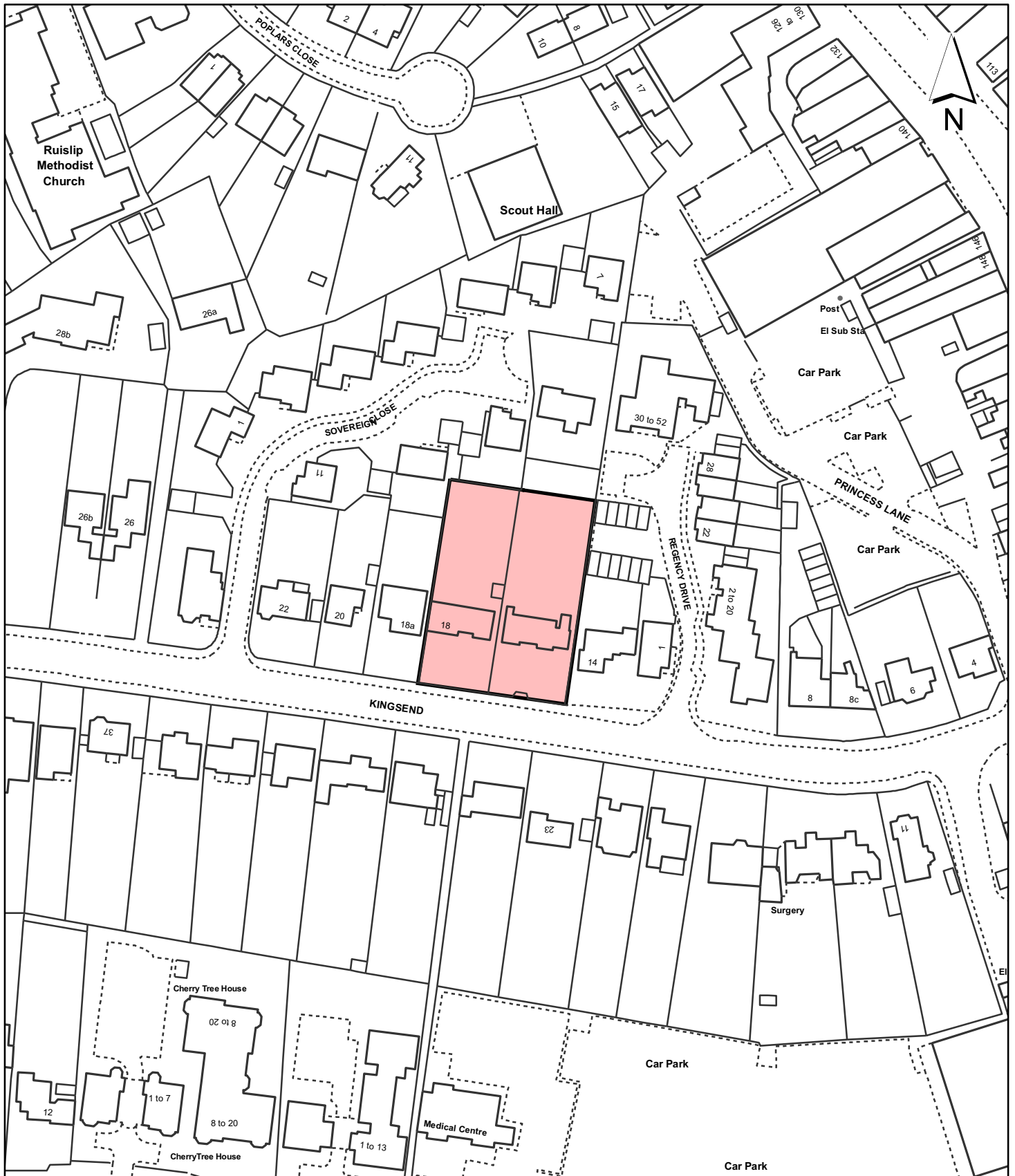
11. Reference Documents

- (a) Planning Policy Statement 1 (Delivering Sustainable Development)
- (b) Planning Policy Statement 3 (Housing)
- (c) Planning Policy Guidance Note 13 (Transport)
- (d) The London Plan
- (e) Hillingdon Unitary Development Plan Saved Policies September 2007.
- (f) Hillingdon Design and Accessibility Statement - Residential Layouts
- (g) Hillingdon Design and Accessibility Statement - Residential Extensions


- (h) Supplementary Planning Guidance - Educational Facilities
- (i) Supplementary Planning Guidance - Community Facilities

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Notes

 Site boundary

For identification purposes only.

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Site Address	
16 & 18 Kingsend Ruislip	
Planning Application Ref:	Scale
63221/APP/2009/1047	1:1,250
Planning Committee	Date
North	August 2009

**LONDON BOROUGH
OF HILLINGDON**

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