

Report of the Head of Planning & Enforcement Services

Address LAND R/O 115 & 117 HALLOWELL ROAD NORTHWOOD

Development: Two storey building to create 2 x 1-bedroom flats and 2 x 2 bedroom flats with associated parking and installation of vehicular crossover

LBH Ref Nos: 68865/APP/2012/2749

Drawing Nos: 12/TP/02 Rev. A
12/TP/03
Design and Access Statement
12/TP/01
Location Plan to Scale 1:1250

Date Plans Received: 06/11/2012 **Date(s) of Amendment(s):**

Date Application Valid: 14/11/2012

1. **SUMMARY**

This scheme proposes to erect a detached two storey block within land which was formally the rear gardens of 115 and 117 Hallowell Road, to provide 2 x two-bedroom and 2 x one-bedroom flats. It is considered that the scheme would be detrimental to the visual amenities of the streetscene and the Old Northwood Local Area of Special Character by failing to provide a high standard of design and by virtue of its layout, scale and bulk. The scheme would fail to provide a satisfactory standard of residential accommodation for its future occupiers in terms of its internal floorspace and would not meet Lifetime Home standards. Furthermore, the development would not provide sufficient parking or access arrangements and would be prejudicial to highway safety. The proposed development would also be detrimental to the amenities of the occupiers of the adjoining occupiers and would fail to provide an appropriate Planning Obligation towards Educational provision.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposed development by virtue of the loss of the garden area for the existing properties, and the siting, size, scale, layout, positioning of amenity space, sub-standard parking, accessibility and inadequate floor areas of the proposed development, would represent a cramped overdevelopment of the site to the detriment of the visual amenity of the street scene and the character and appearance of the Old Northwood Area of Special Character. The proposal is thus contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 **Non Standard reason for refusal**

The proposed development by reason of its siting, size, scale, bulk, layout and design in respect of the lack of design features and architectural style, detailing, fenestration, elevational treatment, roof form and materials, would fail to harmonise with the existing

and adjoining properties and the wider Old Northwood Local Area of Special Character. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The proposed development by reason of its position, size, scale, bulk, height, design, side facing habitable room windows and its proximity to the neighbouring properties, 113, 115 and 117 Hallowell Road would result in an unacceptable level of overlooking, visual intrusion, loss of daylight and loss of sunlight. The proposal would therefore be contrary to Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4 NON2 Non Standard reason for refusal

The proposed units, due to their size, fail to provide an adequate amount of internal floor space, and therefore would fail to afford an adequate standard of residential amenity for their future occupiers. The proposal is therefore contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 3.5 and Table 3.3 of the London Plan (2011), the Mayor of London's adopted Housing Supplementary Design Guide (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

5 NON2 Non Standard reason for refusal

The proposal fails to provide adequate accessible off-street car parking in accordance with the Council's adopted car parking standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007). As such, the proposal is likely to give rise to additional demand for on-street car parking, in an area where such parking is at a premium. The proposal is therefore likely to result in additional competition for on-street car parking, detrimental to the residential amenity of the area and highway safety. The proposal would therefore be contrary to Policies AM7, AM14 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NON2 Non Standard reason for refusal

The proposal, due to the widening of an existing driveway, the lack of a visibility splay, its positioning on a bend and the limited visibility, would be likely to result in drivers emerging from the car parking area with inadequate views of pedestrians using the adjoining public footpath on a length of footpath that would have a reduced pedestrian refuge area for vehicles driving on Reginald Road. The proposal is therefore likely to be detrimental to pedestrian and highway safety, contrary to Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 NON2 Non Standard reason for refusal

The proposed development results in the loss of existing amenity space for the existing units at 115 and 117 Hallowell Road and would leave inadequate amenity space for the existing units and therefore fails to afford an adequate standard of residential amenity for the occupiers of these units. The proposal is therefore contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), the Mayor of London's adopted Housing Supplementary Design Guide (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

8 NON2 Non Standard reason for refusal

The development is estimated to give rise to a number of children of school age and additional provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement at this stage has not been offered or secured, the proposal is considered to be contrary to Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the adopted London Borough of Hillingdon Planning Obligations Supplementary Planning Document (July 2008) and updated Education Chapter 4 (August 2010).

9 NON2 Non Standard reason for refusal

The proposed development fails to meet Lifetime Home standards to the detriment of the amenity of future occupiers and contrary to Policy 3.8 of the London Plan (2011) adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

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 (July 2011) and national guidance.

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.
BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
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.
BE22	Residential extensions/buildings of two or more storeys.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 8.2	(2011) Planning obligations

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

The site is 336 square metres in area and originally formed part of the rear gardens of 115 and 117 Hallowell Road. At present the site is overgrown with shrubs and flora and is secured by way of a 2m high close boarded timber fence and gate. The south-east part of the site fronts onto Reginald Road.

The surrounding area comprises traditional two storey housing from the late Victorian period onwards. To the north, the houses fronting Hallowell Road are generally late Edwardian terraces and semi-detached family dwellings, all set within elongated plots with generous gardens. To the north-east of the site is a more recent housing development comprising a terraced block of houses.

The site is part of the 'Developed Area' as identified in Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and is located within the Old Northwood Area of Special Local Character (ASLC).

3.2 Proposed Scheme

The proposed development comprises the erection of a detached two storey building with a hipped roof profile to provide 2 two-bedroom units on the ground floor and 2 one bedroom units on the first floor.

The property would have a side projecting gable on the south-western elevation and a large roof light on the north-eastern elevation. The front entrance/access would be on Reginald Road on the south-eastern part of the site. Bi-fold doors and Juliette balconies

are proposed on the first floor front elevation. The proposed materials include clay tiles, render and stone quoins.

100 square metres of rear private amenity space would be provided. 6 parking spaces are provided to the side of the property on the north-eastern extent of the plot.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history.

4. Planning Policies and Standards

On the 8th November 2012 the adoption of the Council's Local Plan: Part 1 - Strategic Policies was agreed at the Full Council Meeting. Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) is relevant to this application and in particular the following parts of that Policy:

BE1 - 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:

1. 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;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;
3. Be designed to include Lifetime Homes principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives.....
7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife (7.20), encourage physical activity and where appropriate introduce public art;
8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals.
9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas.
10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the

Code for Sustainable Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2 - Development Management Policies LDD. All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill. All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill.

Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and development management policies Hillingdon Local Plan: Part 2 -Development Management Policies.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

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.
BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
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.
BE22	Residential extensions/buildings of two or more storeys.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
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LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 8.2	(2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

18 neighbours were consulted and a site notice was erected adjacent the site, expiring on 17th December 2012. 7 individual letters and a petition with 32 signatures received objecting on the following grounds:

- i. Lack of sustainable measures;
- ii. Parking spaces are not accessible;
- iii. On street parking;
- iv. Lack of visibility at junction;
- v. Unimaginative development;
- vi. The proposal is completely out of character with Old Northwood Area of Special Local Character;
- vii. Out of keeping with terraced houses, there are no purpose built flats;
- viii. Garden grabbing
- ix. Rainwater and sewer issues to be exacerbated;
- x. Surface run-off would be excessive;
- xi. The proposed 4 flats will increase the housing density;
- xii. The materials proposed for this development are not in keeping with the existing housing stock;
- xiii. The building line extends beyond the building line of the existing houses on Reginald Road.

The Northwood Residents Association objects to the application on the grounds that it fails to comply with UDP Saved policies BE5, BE6, BE13, BE15 and BE19, also H7(iii).

Ward Councillor: Requests that the application is determined by committee.

Internal Consultees

URBAN DESIGN & CONSERVATION:

The site is within the Old Northwood Area of Special Local Character (ASLC). This is an area of very traditional, good quality housing from the late Victorian period onwards. To the north, the houses fronting Hallowell Road are Edwardian or slightly later terraces and semi-detached family dwellings with generous gardens.

The current proposal should be assessed in light of the Mayor of London's Interim Housing Supplementary Planning Guidance and the development's impact on the character and appearance

of the area.

The scheme proposes a block of flats to the rear of 115 and 117 Hallowell Road, accessed from Reginald Road. This would lead to the loss of the garden space for the dwellings and would be considered detrimental to the established layout of the area, characterised by long and spacious rear gardens.

Given its positioning in the rear garden, the development would result in a cramped form of development with very limited amenity space and parking facilities. This would not relate to the spacious setting of the adjacent residential streets and would be detrimental to the overall townscape and character of the area.

In design terms, whilst modern, the block appears mundane and does not reflect the architectural quality of the residential houses along Reginald Road and within the wider area. The orientation of the block is such that it fails to address the street frontage along Reginald Road. The large roof does not appear proportional to the overall facade of the block, and adds to the visual mass of the block. The dormer to the rear, clearly visible from Reginald Road, is considered to be very large and bulky and does not sit comfortably in the roof form.

Overall, given its position and setting, the block would be considered as a substantial back land development that would not relate to the established character of the area, and as such would be unacceptable from a conservation and urban design point of view. Unacceptable.

HIGHWAY ENGINEER:

Further to undertaking an assessment in relation to the above, I would comment as follows.

The development proposals are for the construction of 2 No. 1 bedroom and 2 No. 2 bedroom apartments within the site. As part of the development 6 No. parking spaces are proposed with access provided via a vehicle crossover. There is no provision for cycle parking within the site.

When undertaking assessment of the development it is noted that the PTAL index within the area is 2, which is classified as poor. Therefore, the maximum parking provision (1 space per 1 bedroom and 1.5 spaces per 2 bedroom) of 5 car parking spaces is required to be provided to serve the development.

However, when considering the proposed parking layout within the site, it is noted that parking spaces cannot be accessed independently of each other. As a result, overspill parking will take place along the adjacent highway in an area that has a high demand for kerb side parking.

Additionally, when assessing vehicle access to the site, it is noted that the existing vehicle crossover will be extended to 8.5m at the kerb line, which significantly exceeds the maximum allowable length for a crossover (4.57m for a single and 6.0m for a double crossover at the kerb line) in accordance with the council's standard. Furthermore it is noted that the vehicle crossover is located on a bend, with limited visibility along the adjacent carriageway.

Therefore, an objection is raised to the development, as the proposals are considered contrary to Policies AM7, AM9 and AM14 of Part 2 of the adopted Hillingdon Local Plan, 2012.

EPU - LAND CONTAMINATION OFFICER:

We have no specific concerns with land contamination for this application, however as new sensitive receptors are being introduced to the site it is recommended that an imports/landscaping condition is included in any permission given, if a garden area will form part of the development (it

is shown in the drawing, but not specified in the description of the proposal).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There has been new guidance on the development of gardens and the interpretation of related policies which would be a material consideration in determining the principle of development on this site. This includes, the London Plan (July 2011), the National Planning Policy Framework (March 2012) and the recently adopted Hillingdon Local Plan: Part 1 - Strategic Policies and in particular Policy BE1, as set out above.

The key point in relation to the proposed scheme is that residential gardens are no longer included within the definition of 'previously developed land' - ie. 'brownfield land'. There is hence no automatic presumption that residential gardens are nominally suitable for development or redevelopment, subject to compliance with normal development control criteria. Furthermore Policy BE1 states that developments should:

"Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas."

As regards this proposal, it is considered that the proposed development does represent 'garden grabbing' that does have an adverse impact upon the existing the character of the wider area (See below). As such, the proposal is contrary to Policy BE1 of Hillingdon Local Plan: Part 1 - Strategic Policies, Policies 3.5 and 7.4 of the London Plan (July 2011) and the National Planning Policy Framework (March 2012).

7.02 Density of the proposed development

Paragraph 4.1 of HDAS Residential Layouts specifies that in new developments numerical densities are considered to be more appropriate to larger sites and will not be used in the assessment of schemes of less than 10 units, such as this proposal. The key consideration is therefore whether the development sits comfortably within its environment rather than a consideration of the density of the proposal.

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

As detailed elsewhere in this report (Section 7.) it is considered that the proposal would adversely impact on the character of the Old Northwood Area of Special Local Character.

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

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements and improves the character and amenity of the area. Paragraph 3.4 of HDAS Residential Layouts states that backland development must seek to enhance the local character of the area and provide quality residential environment for new and existing residents. Policy BE5 requires new developments within Areas of Special Local Character to harmonise with the materials, design features, architectural style and building heights predominant in the area.

It is considered that the proposed development does not reflect the architectural quality of the residential houses along Reginald Road and within the wider Old Northwood Area of Special Local Character area in terms of its lack of design features, detailing, materials and proportions.

Further, the siting of the block is such that it fails to address the street frontage and established building line along Reginald Road, being set back 1.17m from the highway compared to the properties on Reginald Road which are set back approximately 4.61m from the highway.

The proposed hipped roof appears overly large and does not relate to the proposed roof face nor does it relate to properties in the vicinity. The proposed Juliette Balconies on the front elevation would appear out of keeping with the established traditional character of the area and would conflict with the character of the existing streetscene.

The proposed private amenity space is not in keeping with the spacious gardens in the locality and is positioned at the side of the property (rather than at the rear) and would be visible in the streetscene.

The proposed development would not provide a high quality of urban design contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). Overall, the proposed development fails to complement or improve the character and amenity of the area in terms of its detailing, materials, design, siting and massing and is therefore considered to represent an incongruous and intrusive form of development in the street scene and the Old Northwood Local Area of Special Character, contrary to Policies BE5, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) Policies 3.5 and 7.4 of the London Plan (2011) and the Supplementary Planning Document (SPD) HDAS Residential Layouts.

7.08 Impact on neighbours

Paragraph 4.11 of HDAS Residential Layouts states that the 45° principle will be applied to new development to ensure the amenity of adjoining occupiers and future occupiers are protected. Paragraph 4.9 states that a minimum acceptable distance to minimise the negative impact of overbearing and overshadowing is 15m. Paragraph 4.12 requires a minimum of 21m distance between facing habitable room windows to prevent overlooking and loss of privacy.

The proposed development would have a separation distance of 12m from the rear elevations of Nos. 115 and 117 Hallowell Road which would cause an unacceptable level of visual intrusion. Furthermore, the south-western elevation of the proposed development would also have habitable room windows on the first floor, which would directly overlook the habitable room windows of Nos. 115 and 117 Hallowell Road causing an unacceptable loss of privacy. The applicant has not provided information to demonstrate that the 45-degree line of sight would be breached, however given the limited separation distance, it is evident that there would also be a potential loss of daylight and sunlight. Further the flank wall of the north-western elevation would be approximately 1.28m away from the side boundary of the garden of 113 Hallowell Road, and would likely cause undue over-dominance, visual intrusion and loss of privacy in the private garden area of this property. It is therefore considered that overall the proposed development would constitute an un-neighbourly form of development that would be contrary to Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Section 4.0 of HDAS Residential Layouts.

7.09 Living conditions for future occupiers

The units would have separate accesses and their habitable rooms would have adequate outlook. Paragraphs 4.6 to 4.8 and Table 2 of the Council's SPD HDAS: Residential Layouts advises that two bedroom units should have a minimum floor area of 63 square metres and one-bedroom units should provide 50 square metres. Further London Plan Policy 3.5 and Table 3.3 states that a 2 person flat should have a minimum size of 61 square metres and one-bedroom flat should have a minimum of 50 square metres. The proposed ground floor two-bedroom units provide 50 square metres and 41 square metres respectively, which are both considered to be sub-standard and fail to meet accepted floorspace requirements. One-bedroom units should provide 50 square metres and 42 square metres respectively, therefore one of the units fails floorspace requirements.

The Mayor's London Housing Design Guide (November 2012) requires the minimum area for a single bedroom to be 8 square metres. The second bedrooms of the two-bedroom units fail to meet this standard providing an internal floor area of 6.48 square metres and 6.9 square metres respectively.

HDAS advises in Paragraph 4.17 that two bedroom flats should have a minimum shared amenity area of 25 square metres per unit, and a one bedroom flat should have a minimum of 20 square metres per unit. The proposed units do not meet these standards each as the shared amenity space for the 4 units provide 100 square metres of amenity space, although it is acknowledged that the size of the amenity space does not reflect the character of the area. Furthermore, the proposal results in the reduction of the amenity space for the existing properties, 115 and 117 Hallowell Road, to approximately 29m² each, which is well below the council's amenity space standards and is thus unacceptable.

All new development is expected to meet Lifetime Home Standard in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document HDAS: Accessible Hillingdon. The proposed development fails to meet these standards or provide any information regarding Lifetime Home standards.

Overall, it is considered that the proposed development would provide sub-standard units in terms of the total floor space, the provision of amenity space for the existing units and would fail to comply with Lifetime Homes standards. It is therefore considered that the proposed development would be contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 3.5 and Table 3.3 of the London Plan (2011), the adopted SPD HDAS Residential Layouts and the Mayor's London Housing Design Guide (November 2012).

7.10 Traffic impact, car/cycle parking, pedestrian safety

Whilst the proposed parking provision is in excess of the council's maximum requirement of 5 spaces for the 4 units, the proposed parking spaces cannot be independently accessed and thus, in actual fact the parking provision would be considered to be below the requirement. This would result in overspill parking on-street in an area where there is already a high parking demand.

The existing vehicle crossover is proposed to be extended to 8.5m at the kerb line, which significantly exceeds the maximum allowable length for a crossover (4.57m for a single and 6.0m for a double crossover at the kerb line) in accordance with the Council's standard. Further, the vehicle crossover is located on a bend, where there is limited visibility along the adjacent carriageway. Both of these issues would result in conditions which would be prejudicial to highway safety and pedestrian safety. The proposal would,

thus, fail to meet the Council's car parking and access standards contrary to Policies AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two -Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Please refer to section 7.09

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

No trees are present on the site.

7.15 Sustainable waste management

Policy 5.6 of the London Plan requires development to have regard to and contribute to a reduction in waste produced. This could have been conditioned had the scheme been recommended favourably.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires the highest standards of sustainable design and construction in all developments to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. This could have been conditioned had the scheme been recommended favourably.

7.17 Flooding or Drainage Issues

The application site is not within a Flood Risk Area and the issue of sustainable urban drainage could have been conditioned had the scheme been recommended favourably.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The comments made by the individual responses are noted and are considered within the main report.

7.20 Planning Obligations

The proposed development would exceed 100sq.m and therefore there would be a requirement to make a CIL contribution, which has been acknowledged by the applicant.

The proposed development would provide a total of 14 habitable rooms which would trigger the requirement for Educational Contributions. This has not been provided by the applicant, contrary to Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Not applicable to this application.

8. Observations of the Borough Solicitor

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

Not applicable to this application.

10. CONCLUSION

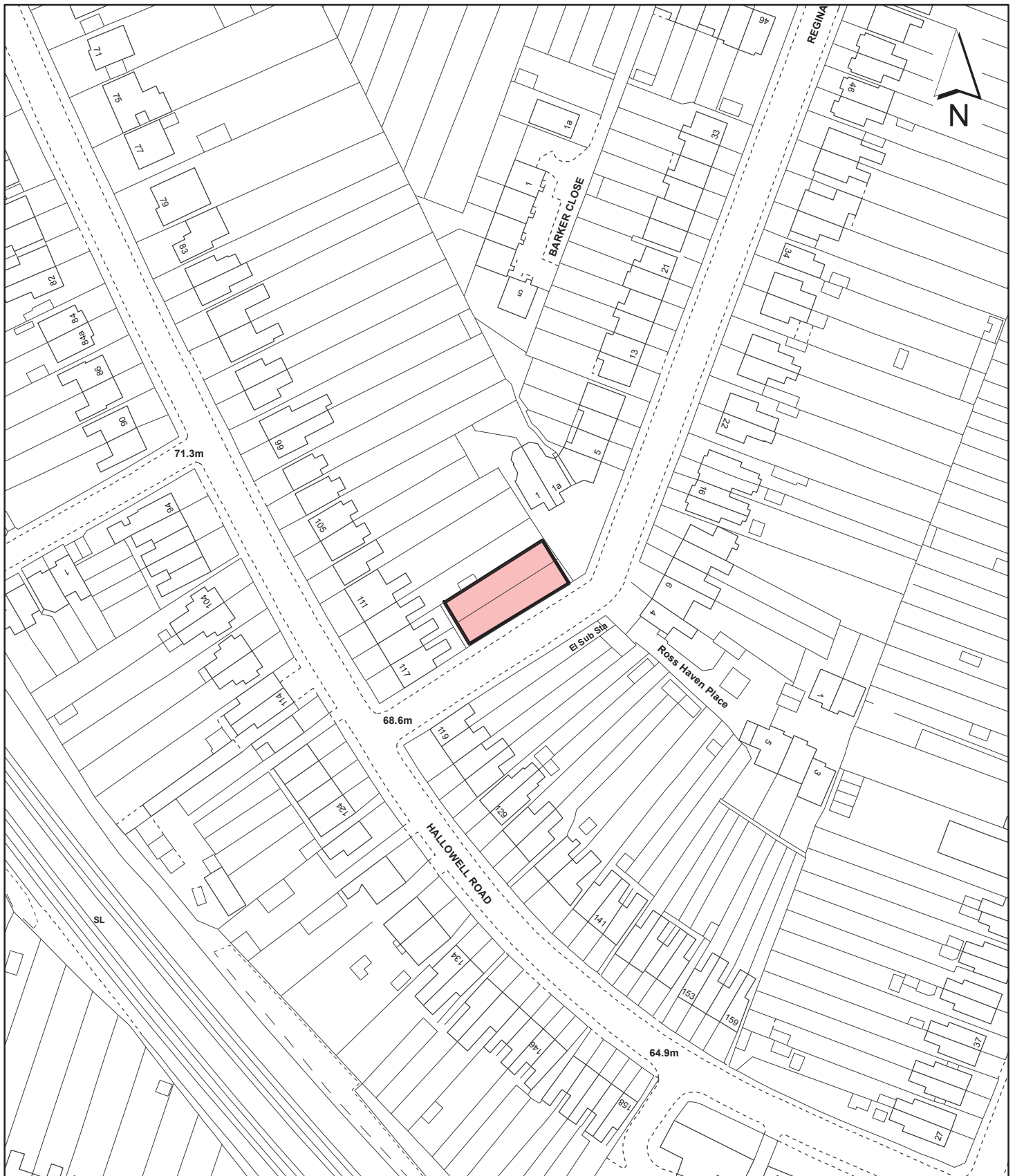
It is considered that overall the scheme is contrary to the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), HDAS Residential Layouts and the London Plan (2011). The application is therefore recommended for refusal.



11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
HDAS: Residential Layouts
The London Plan 2011
The Mayor's London Housing Design Guide Interim Edition (August 2010)
HDAS: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Henrietta Ashun

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<p>Notes</p> <p> Site boundary</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). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Land rear of 115 and 117 Hallowell Road Northwood</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">68865/APP/2012/2749</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">North</p>	<p>Date</p> <p style="text-align: center;">January 2013</p>	