

Report of the Head of Planning, Sport and Green Spaces

Address LAND ADJACENT TO 56 & 57 AND 56 & 57 GREYSTOKE DRIVE RUISLIP

Development: Two storey, 2-bed, detached dwelling with associated parking and amenity space involving installation of vehicular crossover to side

LBH Ref Nos: 68409/APP/2013/130

Drawing Nos: Tree Statement
Design & Access Statement
P06 Rev. C
Greystroke Drive - OS
LP-01
Location Plan (Title Plan)
Cross-01 Rev. C
Drain-01 Rev. C
TP-01
BP-P01 Rev.C (1:100)
P02 Rev. C
BP-P01 Rev. C (1:500)
BP-01 (1:100)
BP-01 (1:500)
PSC-01 Rev. C
P04 Rev. C
P05 Rev. C
P03 Rev. C
P01 Rev. C

Date Plans Received: 21/01/2013 **Date(s) of Amendment(s):** 21/01/2013
Date Application Valid: 24/01/2013 24/01/2013

1. SUMMARY

The proposal is for a two-bedroom, two storey detached dwelling located to the north of Nos. 56 and 57 Greystoke Drive with associated parking and amenity space. The proposal is unacceptable by reason of its siting, resulting in a cramped form of development, its failure to provide a satisfactory standard of residential accommodation for future occupiers in terms of internal floorspace and external amenity space, the inadequate protection of landscape features of merit, failure to provide an appropriate level of soft landscaping and failure to comply with all 16 Lifetime Home standards.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal by reason of its size, scale, design and position would result in the in-filling of an important visual gap in a densely built up area which would unbalance the existing terrace of properties and detract from the general character and appearance of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 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 proposal would provide an indoor living area of an unsatisfactory size for the occupiers of the proposed dwelling, therefore giving rise to a substandard form of living accommodation to the detriment of the amenities of future residents contrary to Policy 3.5 and Table 3.3 of the London Plan (2011) and Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3 NON2 Non Standard reason for refusal

The proposal fails to provide amenity space of sufficient size and quality commensurate to the size and layout of the proposed dwelling. As such the proposal would provide a substandard form of accommodation to the detriment of the amenities of future residents contrary to Policy BE23 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 proposal would fail to meet all relevant Lifetime Home Standards to the detriment of the amenities of future residents, contrary to Policy 3.8 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

5 NON2 Non Standard reason for refusal

The proposal would fail to make provision for the protection and long-term retention of landscape features of merit, including the protected Hybrid Black Poplar (which is subject to TPO 384) located to the rear of the site or the trees located adjacent to the site. Further the scheme does not make appropriate provision for soft landscaping, to the detriment of the landscape and visual amenity of the street scene and the area in general, contrary to Policies BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NON2 Non Standard reason for refusal

The proposal fails to demonstrate that vehicular access would be available to the proposed parking spaces and as such the scheme would fail to provide adequate off-street car parking at the site. In the absence of adequate accessible off-street car parking being provided, the proposal is likely to result in additional on-street car parking, in an area where such parking is at a premium to the detriment of highway and pedestrian safety, contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 NON2 Non Standard reason for refusal

The proposed vehicle crossover, by reason of its location adjacent to an existing parking space is likely to result in conditions detrimental to highway and pedestrian safety, contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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).

2 153 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan (November 2012) 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.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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.
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
H5	Dwellings suitable for large families
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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 7.4	(2011) Local character

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 application site is located within a small residential close of four terraced dwellings and two semi-detached properties, in an area of similar form and density of development served off Breakspear Road and Ladygate Lane, to the north west of Ruislip town centre. The cul-de-sac contains two residents parking areas, fenced off from gardens of adjoining houses with capacity for up to 8 vehicles in total. The site has a Public Transport Accessibility Level (PTAL) of 1a.

Nos. 56 & 57 Greystoke Drive are back to back semi-detached dwellings, to the rear of which is an un-enclosed garden used by No. 57 (the rear facing semi). The land to the north, adjacent to the fenced side passageway, is the private garden area available to No. 56. Beyond this is a private road with garages, forming part of Westwood Close. To the west are the back gardens of properties in Breakspear Road.

The site is covered by a Tree Preservation Order which specifies over 20 individual trees towards the northern and western boundaries of Greystoke Drive that includes the Hybrid Black Poplar within the current rear garden of No. 57.

3.2 Proposed Scheme

The proposal is for the erection of a two-storey, two-bedroom detached dwelling, utilising the garden land adjacent to Nos. 56 and 57. The main entrance would be located on the side elevation with front and rear access to the property. A waste storage shed would be located to the rear of the property. A 1m gap would separate the proposed house from the side of Nos. 56 and 57 and provide passageway access to a shared private rear amenity space for the existing back to back houses. The character and appearance would match that of the existing houses on Greystoke Drive with a pitched roof and gable ends. The dwelling would comprise a kitchen/diner, w.c and reception room on the ground floor and two bedrooms and a bathroom on the first floor. The floorspace of living accommodation provided (including stairs and landing) would be approximately 80 square metres. A parking area for two vehicles is provided (5.5m x 5m) served by a new access created direct from Westwood Close to the north. There would be approximately 30sq.m of private amenity space provided for the new dwelling.

3.3 Relevant Planning History

68409/APP/2012/474 Land Adjacent To 56 & 57 And 56 & 57 Greystoke Drive Ruislip
2 x two storey, 1-bed, semi detached dwellings with associated parking and amenity space involving installation of vehicular crossover to side

Decision: 31-05-2012 Withdrawn

Comment on Relevant Planning History

Planning application ref.68409/APP/2012/474 for 2 x two storey, 1-bed, semi detached dwellings with associated parking and amenity space involving installation of vehicular crossover to side was withdrawn.

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:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

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.

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

H5 Dwellings suitable for large families

R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

CACPS Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary

Planning Document, adopted July 2006

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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 7.4	(2011) Local character

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

13 neighbours were consulted on 28th January 2013. A site notice was also displayed. 8 letters of representation and a petition with 34 signatories have been received objecting on the following grounds:

PARKING

- new car parking close to garden would lead to increased noise levels and fumes;
- Additional cars should not be parked in Greystoke Drive but in Westwood Close; Similarly, there would be opportunities for residents/visitors to Greystoke Drive to park in Westwood Close where there are also limited parking bays for existing residents;
- Insufficient parking proposed for the dwelling and visitors. This would lead to local on-street parking, including that on private property (in Westwood Close);
- additional traffic, access and parking hazardous to elderly and children playing;

ACCESS

- vehicle crossover would provide access on to private land in Westwood Close, another access to which was refused in 2003. Applicant has not obtained permission from the individual owners;
- no reference to where deliveries, refuse collection or emergency vehicles will gain access from. If these are from Westwood Close, it would lead to further disruption.

CONSTRUCTION PERIOD

- cul de sac is small and tight with limited parking as it is, so building construction will cause problems for residents if done from Greystoke Drive (similarly Westwood Close) plus disturbance to sleep (for night shift workers).
- kids play outside the house in this cul de sac and in the gardens, but this cul de sac is likely to become a building site and will not be safe;

CHARACTER OF AREA

- out of character with area/loss of amenity/detrimental to living quality of area (ie. space, peace and quiet, generally safe);
- no indication of how TPO trees (which provide some privacy) will be protected from construction damage;

NEIGHBOUR AMENITIES

- natural daylight will get blocked by taking up more space/loss of sunlight to garden;
- new property will overlook garden space/houses with resultant loss of privacy;
- inadequate separation distance from properties/gardens in Westwood Close (loss of privacy);

AMENITIES OF FUTURE OCCUPANTS

- dwellings would not provide quality living space;

SAFETY & CRIME

- problems with children/youths from Westwood Close (and vice-versa) jumping over fences and coming through cul de sac behind houses - not safe for the children plus general anti-social behaviour concerns; the estate boundaries should remain intact.
- additional hidden areas created by more cars would be used for more drug taking etc.

GENERAL & OTHER ISSUES

- negative impact on house prices as the cul de sac will look even further congested.
- assume that current fence/hedge would not be affected;
- environmentally damaging;
- new houses would put a strain on local amenities (including drainage system, water supply, informal recreational space);
- no mention of flooding implications (there was a previous flood event in Westwood Close);

(Officer comment: The above objections have been addressed in the main body of the report).

Ruilsip Residents Association: No comments received.

Thames Water: Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application. With regard to surface water drainage it is the responsibility of a 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 or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. With regard to water supply, this comes within the area covered by the Affinity Water Company.

Internal Consultees

Highways Officer:

There is no objection in principal to the development subject to 2 No. car parking spaces being provided within the boundary of the site.

While it is noted that 2 car parking spaces are proposed, access to the parking area is over land, which is not adopted highway and is within private ownership. Therefore, unless the applicant can demonstrate a right of access to the proposed parking area, which can be maintained for the lifetime of the development, a highway objection would be raised.

Additionally, it appears that the proposed vehicle crossover will be located adjacent to an existing parking space, raising issues of highway safety. Therefore, the proposed crossover is required to be relocated away from the existing parking space by a minimum of 3m.

Trees and Landscape:

This site is covered by TPO 384. There is a very large, protected Hybrid Black Poplar (T13 on TPO

384) to the rear (north) of the site (incorrectly shown on some of the plans as an English Oak). The tree is a significant feature of merit and has a high amenity value. No tree-related information has been provided at this stage because the agent has stated that the tree is far enough away to not be affected, and it has also been stated that a tree report had not been undertaken because an application had been submitted to fell the Poplar; this has since been refused. It is highly likely that the Poplar's roots would be affected by construction-related activities and storage of materials. The proposed parking area is also situated within the tree's root protection area (RPA). The Poplar should, therefore, be afforded protection during development. To this end, in accordance with BS 5837:2012, a tree survey, tree constraints plan and tree protection plan should be provided to demonstrate that this scheme is feasible. There is young Scots Pine and semi-mature Thuja adjacent to the site; both trees have the potential to grow into attractive trees, but both would need to be removed to facilitate parking at the proposed site. These are on LBH land and are NOT under the control of the applicant. Effectively, the strip of land containing these two LBH trees 'land-locks' the site. This is a matter between the applicant and the Green Spaces/Estates department.

The proposal shows one parking space for each proposed property. It is likely that HDAS recommendations will require more off-street parking. If the scheme is found to be feasible and is approved, a landscaping plan should be requested (by condition) and it should show adequate parking, and also at least 25% soft landscaping in the front gardens of each of the properties.

Conclusion (in terms of Saved Policy BE38): As it stands, this scheme is unacceptable because it does not make provision for the protection and long-term retention of the high value protected Black Poplar (T13 on TPO 384).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an area where in principle additional development that achieves the relevant design and layout standards may be accommodated provided that it is also in character with the appearance of the surrounding area. Furthermore, any such development is also subject to any specific site constraints and the identified impacts on the amenities of the existing adjoining, nearby and future residents.

The proposal is unacceptable in its general form, layout and appearance which would be out of keeping with the locality. Notwithstanding, there are a number of other considerations which when combined would lead to a conclusion of overdevelopment in this instance, which are considered throughout the report.

7.02 Density of the proposed development

In areas of medium density urban development, such as those comprised predominantly of terraced houses, the acceptable density range for 2 bedroom/4 person dwellings (with 3.8 to 4.6 habitable rooms each) in an area with Public Transport Accessibility Level of 1 set out in the London Plan, is between 50-75 units per hectare, falling in the range of 150-200 hr/ha.

The proposed development, for one unit with a total of 4 habitable rooms, on a site of approximately 0.011 hectare would thus be in excess of the current London Plan figure for this type of dwelling and location (which has a PTAL of 1a) at 90 units/ha. or 360hr/ha.

However, it should be noted that on a development of the scale proposed, density in itself is of limited use in assessing such applications and more site specific considerations are more relevant.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, and Policy BE19 states the LPA will seek to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The adopted Supplementary Planning Document (SPD): Residential Layouts: Section 3.4 states this type of development must seek to enhance the character of the area. Section 4.10 of the SPD explains careful consideration should be given to the height of new buildings and the surrounding building lines, as a general rule the front and rear building lines should be a guide for the siting of new dwellings.

Section 5.11 of the SPD; Residential Layouts also states the intensification of sites within an existing streetscape if carefully designed can enhance the appearance of the surrounding area and the form and type of development should be largely determined by its townscape context. New developments should aim to make a positive contribution to improve the quality of the area, although they should relate to the scale and form of their surroundings.

The site is a parcel of land sub-divided from the adjoining properties and located at the end of a cul-de-sac, which forms part of a distinct area of recent development which has changed little and remains fairly uniform in character and appearance. Each of the terraces and cul-de-sacs in the development has this characteristic spacing, resulting in gaps between development providing glimpses of buildings beyond and contributing to the sense of space. The application site is an important part of the original layout of the estate.

The proposed detached buildings would disrupt the layout and cohesion of the street and the estate in terms of siting, but would also appear incongruous given its detached nature and would not therefore reflect the characteristic built form and general composition of the existing dwellings. Furthermore, the proposal would take up virtually the full width of the plot to both of its side boundaries resulting in a cramped form of development and an obvious erosion of a prominent and spacious element in the street-scene. The proposal would thus conflict with the aims of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The site would not constitute previously developed land but there is a national and local requirement to make best use of land in urban areas. The National Planning Policy Framework (NPPF) encourages the effective use of land, but it also seeks high quality design and a good standard of amenity for existing and future occupants of buildings. In this case, achieving better use of land would result in an unacceptable compromise that would not respond to local character, and the proposal would be detrimental to the character and appearance of the street scene and the wider area. The proposal would therefore conflict with the NPPF, 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) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.08 Impact on neighbours

Sections 4.9 of the SPD: Residential Layouts, in relation to new dwellings, states all residential developments and amenity space should receive adequate daylight and sunlight, including habitable rooms and kitchens. The daylight and sunlight available to adjoining properties should be adequately protected. Where there are two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over-domination, and 15m will be the minimum acceptable distance. The application would comply with this advice. The proposed dwelling would be set back slightly in relation to the existing property to which it would be applied, however it would not conflict with a 45 degree line of sight from the nearest first floor habitable room window. Furthermore, due to the orientation of the site the proposal would not result in a loss of light or outlook to the adjacent property (Nos 56 and 57) to the south. The first floor side window would serve a landing. These windows could be conditioned to be obscure glazed and fixed shut below 1.8m from floor level to prevent any overlooking to adjoining properties. Therefore the proposal would comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

London Plan Policy 3.5 states that housing developments should be of the highest quality internally, externally and in relation to the wider environment. It also states that Local Plans should incorporate minimum space standards and that these should conform to Table 3.3 of the plan. Paragraph 3.36 of the London Plan states:

"The mayor regards the relative size of all new homes in London to be a key element of this strategic issue. Table 3.3 therefore sets out minimum space standards for dwellings of different sizes. This is based on the minimum gross internal floor area (GIA) required for new homes relative to the number of occupants and taking into account commonly required furniture and the spaces needed for different activities and moving around, in line with the Lifetime Home standards. This means developers should state the number of bedspaces/occupiers a home is designed to accommodate rather than, say, simply the number of bedrooms. These are minimum standards which developers are encouraged to exceed."

Table 3.3 requires a 2 storey, 2 bedroom, 4 person dwelling, such as the one proposed by this application, to have a minimum size of 83 sq.m. The proposed new dwelling would be approximately 80sq.m and would conflict with the required standard resulting in a unsatisfactory residential environment for future occupiers, contrary to Policy 3.5 and Table 3.3 of the London Plan and Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Hillingdon UDP Saved Policy BE23 and SPD HDAS: Residential Layouts states a minimum of 60sq.m of private amenity space should be provided for two bedroom houses. The proposed private amenity space amounts to only 30sq.m, which would fall considerably short of the minimum requirement to the detriment of future occupiers. As such, the proposal would conflict with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

Section 4.40 - 4.41 of the SPD: Residential layouts deals with waste management and specifies bin stores should be provided for, and wheelie bin stores should not be further than 9m from the edge of the highway. The application proposes a timber waste storage area to the rear of the proposed house. It is recommended that should a permission be issued a condition is attached requiring the details and implementation of this before the

development was occupied.

LIFETIME HOMES

The proposal fails to comply with the Lifetime Home Standards as it would not provide level access, entrance level WC and the first floor bathroom would not conform to the Lifetime Home Standards and the plans should indicated floor gulley drainage to allow the bathrooms to be used as a wet room in future. The scheme would therefore fail to satisfy Lifetime homes standards, contrary to Policy 3.8 of the London Plan (2011) and the Council's Supplementary Planning Document HDAS: Accessible Hillingdon.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The site PTAL of 1a, which is classified as poor and thus the full parking requirement of two spaces would be sought. While it is noted that 2 car parking spaces are proposed, access to the parking area is over land, which is not adopted highway and is within private ownership. There is no evidence provided to show that the applicant has a right of access to the proposed parking area, which can be maintained for the lifetime of the development, and thus in reality it is likely that parking would not be provided for the site, resulting in on-street parking in an area where such parking is at a premium, which would be detrimental to highway and pedestrian safety.

Additionally, the proposed vehicle crossover will be located adjacent to an existing parking space, again raising issues of highway safety.

As such, the proposal would conflict comply with Policies AM7 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

The application site is covered by TPO 384 and there is a very large, protected Hybrid Black Poplar to the rear (north) of the site, which has a significant feature of merit and has a high amenity value.

It is highly likely that the Poplar's roots would be affected by construction-related activities and storage of materials. The proposed parking area is also situated within the tree's root protection area (RPA). The young Scots Pine and semi-mature Thuja adjacent to the site have the potential to grow into attractive trees, but both would need to be removed to facilitate parking at the proposed site. As such, this scheme is unacceptable because it does not make provision for the protection and long-term retention of the high value protected Black Poplar (T13 on TPO 384) and involves the removal of trees which contribute to the visual amenity of the area.

In addition the proposal does not clearly demonstrate whether soft landscaping would be provided to the frontage of the site, and would not allow sufficient space for the provision of soft landscaping between the side elevation of the proposed building and hardstanding within Westwood Close.

The failure of the proposal to make adequate provision for the retention of existing trees or to provide adequate soft landscaping within the street scene is considered to be

contrary to Policies BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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 matter 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. The proposal seeks to achieve Code for Sustainable Homes Level 4 and this could have been conditioned had the scheme been recommended favourably.

7.17 Flooding or Drainage Issues

The proposal raises no direct flooding implications and would not exacerbate, divert or reduce the current storage capacity for any floodwater in the estate.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The majority of comments made by the individual responses are noted and are considered within the main report. However, it is noted that impact on property prices is not a material planning consideration. Further, it is not considered that the proposed additional dwelling would result in any increased risk of crime or security.

7.20 Planning Obligations

Presently S106 contributions for education are sought for developments when the net gain of habitable rooms exceeds six. This proposal would involve a net gain of less than 6 habitable rooms and as such no education contribution would be sought for this scheme.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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

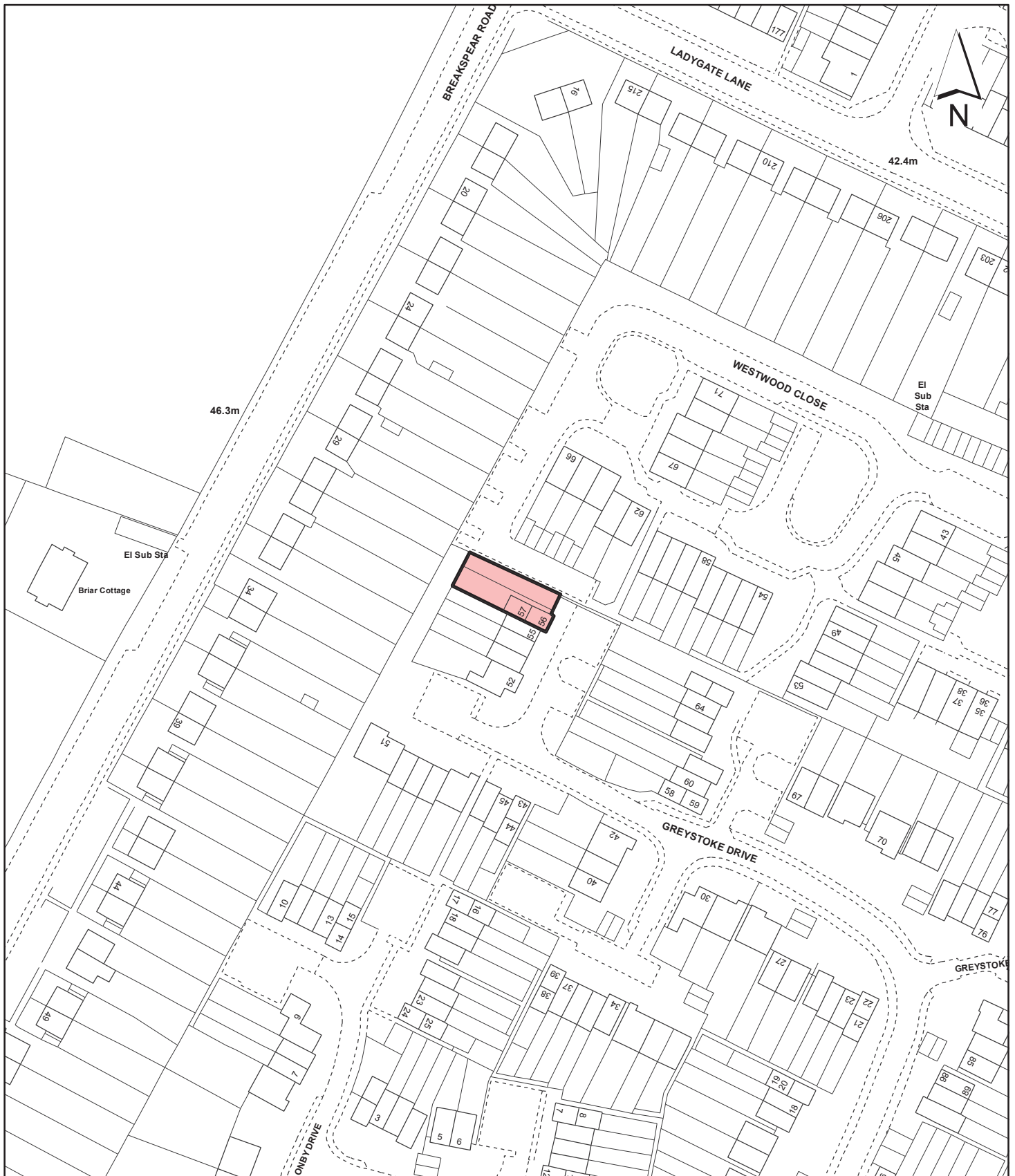
In conclusion, the proposal by reason of its siting would introduce an unsatisfactory setting (or spacing) for a detached building, an arrangement that is not found elsewhere in the surrounding estate(s). The scheme would fail to provide a satisfactory standard of residential accommodation for its future occupiers in terms of its internal floorspace and external amenity space. Furthermore, the proposal fails to comply with all 16 Lifetime Home standards, would result in damage to or loss of landscape features of merit and does not demonstrate that the proposals would attain an appropriate level of soft landscaping. As such 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), the adopted SPD HDAS: Residential Layouts and the London Plan (2011). The application is therefore recommended for refusal.

11. Reference Documents

London Plan (2011)
Hillingdon Local Plan: Parts One and Two
HDAS: Residential Layouts
HDAS: Accessible Hillingdon
HDAS: Planning Obligations
National Planning Policy Framework (March 2012).
Letters making representations.

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Notes

 Site boundary

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Site Address

**Land adjacent to 56 and 57
and 56 and 57 Greystoke Drive
Ruislip**

Planning Application Ref:

68409/APP/2013/130

Planning Committee

North

Scale

1:1,250

Date

**March
2013**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



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