

Report of the Head of Planning, Sport and Green Spaces

Address 116A HALLOWELL ROAD NORTHWOOD

Development: 2 x two storey, 3-bed, detached dwellings with habitable roofspace with associated parking and amenity space involving demolition of existing Use Class B1/B8 buildings

LBH Ref Nos: 45407/APP/2013/2272

Drawing Nos: 116AHR/13/03 REV B
116AHR/13/05
116AHR/13/01 REV A
116AHR/13/02 REV A
116AHR/13/04 REV A
4 x Photographs
Location Plan
4130011 1470
02113
Transport Statement
Noise Exposure Assessment
Phase 1 Arboricultural Implication Assessment
Tree Survey

Date Plans Received: 07/08/2013 **Date(s) of Amendment(s):** 21/10/2013
Date Application Valid: 22/08/2013 14/08/2013
07/08/2013

1. SUMMARY

The application seeks permission to develop a vacant backland commercial site and buildings (No. 116a) in Northwood accessed from Hallowell Road on land to the rear of Nos. 114 to 122 by the erection of two detached dwellings with associated parking and amenity space.

The proposal has been assessed against current policies and guidance for new housing development in terms of the potential effects of the design, scale and site layout on the character of the surrounding area, which is a designated Area of Special Local Character; the potential impacts on the residential amenities of adjoining and nearby occupiers, and on highways related matters such as access for all vehicles, traffic/pedestrian safety and parking in Hallowell Road. The amenities of the future occupants of the dwellings have also been considered.

In conclusion, the proposals would fail to accord with the terms and objectives of a number of identified policies, the requirements of adopted standards or design criteria. It is recommended therefore that planning permission for the proposed development be refused for the reasons given in the report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

By reason of their overall design and scale (including footprint, height and proportions),

their position in relation to the site boundaries and setting, the proposed dwellings would appear excessive and thus out of keeping with the surrounding residential development. As such, they would be detrimental to the amenity and character of the locality, which is part of the designated Old Northwood Area of Special Local Character. Accordingly, the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and to Policies BE5, BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

2 NON2 Non Standard reason for refusal

The proposed site layout has not demonstrated that satisfactory access and parking arrangements would be provided within the site for future occupants. In particular, the refuse bins location is more than 25 metres from the highway and the width of the access way is unsuitable for emergency and other large vehicles. Furthermore, there is an over provision of parking. Accordingly, the proposal is likely to be detrimental to highway and pedestrian safety and would encourage unsustainable modes of transport, thus it is contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012), Policies 6.1 and 6.9 of the London Plan, the National Planning Policy Framework and the Council's Adopted Parking Standards.

3 NON2 Non Standard reason for refusal

The construction of the dwellings would be likely to result in significant root and/or crown damage to the pair of Cypresses in the rear garden of No. 120 Hallowell Road. In addition, the overhang of the Sycamore in No. 124 Hallowell Road is also likely to lead to pressure from future occupants of the development to heavily prune or remove the tree. The potential loss of these trees would have a detrimental impact on the residential amenities of the adjoining occupiers, of Nos. 118 to 122 Hallowell Road, who benefit from the amenity value and screening towards the railway line that they currently provide and on the surrounding landscape generally. As such, the proposal would be contrary to Policy BE38 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) and to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

4 NON2 Non Standard reason for refusal

The private garden space provision for the dwellings are inadequate in usable size (House A) and due to the proximity and shading of the Sycamore in the rear garden of No. 124 Hallowell Road would not provide a satisfactory standard of amenity for the future occupants of the proposed dwellings. The proposal is thus contrary to Policy BE23 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) and to the Supplementary Planning Document, the Hillingdon Design and Accessibility Statement: Residential Layouts.

5 NON2 Non Standard reason for refusal

The development is estimated to give rise to a significant number of children of school age, additional provision for whom would need to be made in the schools serving the local area. Given that a legal agreement at this stage has not been secured, the proposal is thus considered to be contrary to Policy R17 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

INFORMATIVES

1 152 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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF

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 3.9	(2011) Mixed and Balanced Communities
H12	Tandem development of backland in residential areas
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.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
OE5	Siting of noise-sensitive developments
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
AM14	New development and car parking standards.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
R17	Use of planning obligations to supplement the provision of

recreation, leisure and community facilities

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 September 2007), 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 relates to a 0.05 hectare (approx.) rectangular plot of land accessed between Nos. 116-118 to the rear of Nos. 112 to 124 Hallowell Road, Northwood. Nos. 112-114 are currently in mixed residential and office use (including recruitment, languages and legal services). The application site (116a) is currently vacated and was formerly in use as an electrical contractors' yard and premises for 30 years comprising of single storey workshop and storage/offices arranged around the yard operating on six days a week.

The site is served by an access driveway, varying in width between 2.35 and 2.6 metres, fenced on both sides, which is approximately 42 metres in length from the back edge of the footpath (44.25m. from the road) and runs between Nos. 116 and 118 Hallowell Road.

The site is enclosed on the northern boundary by the former storage/offices building, on the southern boundary by the workshop and on the eastern boundary by timber fences. The London Underground Metropolitan Railway Line and associated operational land, separated by wire fencing, occupies the entire western boundary. To the south of the access driveway lie the residential gardens of Nos. 118 to 124 Hallowell Road.

The site is situated within a Developed Area as identified in the policies of Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012). It forms part of the Old Northwood Area of Special Local Character, an area characterised by its rows of Victorian terraces and properties, mainly constructed of red brick with slate roofs, traditional in appearance with sliding timber sash windows.

There are a number of trees surrounding the site, including a pair of Cyprresses (within the garden of No. 120 Hallowell Road), Sycamores and an Ash tree on the adjoining railway owned land.

The site has a Public Transport Accessibility Level (or PTAL) of 2.

3.2 Proposed Scheme

The proposal is for the erection of 2no. three bedroom five person detached dwelling houses with habitable accommodation on three floors including the roofspace, providing a minimum of 142 square metres gross internal floor area each.

The proposed dwellings, in the form of two storey buildings with habitable roofspace,

would each have a width of 5.55 metres and a depth of 11.0 metres (approx.) including a sloped roof front projection (1.0 metre deep) and be set approximately 0.2 metre apart and positioned at the end of the access road. The flank wall of one dwelling would approximately 0.75 to 1.5 metres from the rear boundaries of Nos. 118 and 120 Hallowell Road, the other between 0.45 to 0.8 metre inside the western site boundary with London Underground railway land.

The identical dwellings would have pitched roofs to an apex height of approximately 8.4 metres and comprise of sitting/dining room and kitchen at ground floor, two bedrooms and a bathroom (wet room) on first floor and an en-suite bedroom plus storage area within the roof (second floor). All habitable room windows would be in the front or rear elevations with only the bathroom window at first floor in the side (east) elevation facing Nos. 118/120. They would be finished externally in brick, tile and upvc window/door openings.

The proposed development would utilise an existing single vehicle width access driveway and crossover from Hallowell Road, with parking and turning space for up to five vehicles provided within the curtilage of the site directly opposite the front of the dwellings.

Approximately 120 square metres of private amenity space would be provided immediately to the rear of the dwellings.

3.3 Relevant Planning History

23282/A/79/0786 116 Hallowell Road Northwood
Householder development - residential extension(P)

Decision: 13-08-1979 Approved

45407/90/1956 116a Hallowell Road Northwood
Erection of first floor extension for office use and removal of Condition 2 of planning permission 14654D/82/1619 to allow storage of electrical equipment

Decision: 01-10-1991 Approved

Comment on Relevant Planning History

There is no relevant planning history on the application site. The principle of development on a similar site in the vicinity was established however when planning permission was granted (under ref. 14654/APP/2004/1816), though not implemented, for a pair of semi-detached three bedroom houses on the adjoining land at the rear of Nos. 126/128 Hallowell Road in October 2004. However there have been substantive changes in adopted policy since 2004 and the current application needs to be considered with regard to the current policy context in its entirety.

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.BE1 (2012) Built Environment
 PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

NPPF

- 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 3.9 (2011) Mixed and Balanced Communities
 H12 Tandem development of backland in residential areas
 BE5 New development within areas of special local character
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 BE23 Requires the provision of adequate amenity space.
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 BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
 HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
 OE5 Siting of noise-sensitive developments
 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
 LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
 AM14 New development and car parking standards.
 CACPS Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
 R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

14no. neighbouring and nearby occupiers were consulted (27.8.2013) and in addition a site notice was displayed from 12.9.2013. There have been five responses, including a petition (signed by 24 persons) and one other representation received raising the following objections, issues, concerns and comments:

Character of area:

- Hallowell Road is already a densely populated and overdeveloped area;
- development not in-keeping with Hallowell Road and Old Northwood Area of Special Character;
- road has become a building site with builders materials, cars, lorries/vans and skips adding to dangerous road/danger to pedestrians (road used as short cut to Green Lane);
- Old Northwood was constructed mainly at beginning of 1900's. Nos. 116 to 124 have kept their original features including bay windows - elevations, room sizes of proposed houses would not be in keeping, fail to harmonise with ASLC and are too close together for detached houses;
- no more space in Hallowell Road to accommodate extra houses which would add to pressures on traffic, on-street parking, utilities, council services, local schools and hospitals.

Site layout, scale & design:

- proposed site layout for 2 x 3 bed houses feels too tight given the site constraints the houses are too close to the legal boundaries;
- houses if approved should be semi-detached pair of two bedroom houses. A third bedroom in the roof space is simply over development for this particular site;
- design, size, scale, height and location would represent a cramped, unneighbourly over-development of this site;
- area of the site (in hectares) and density not completed by applicant.

Access, parking and traffic:

- access road is extremely narrow (2.35m at narrowest) along its entire length (of approx. 45m);
- average family car width is 2m plus previous drivers with firm of electrical contractors still knocked down/damaged fence panels, brickwork and gas pipe (on side wall of No. 116);
- additional traffic on Hallowell Road;
- will create demand for additional on-street parking;
- limited access for emergency, waste collection, construction and service vehicles due to narrow access point to the site;
- construction, delivery and contractor vehicles would not be able to enter site (or find it very difficult) due to narrow access, leading to vehicles stopping to unload and disrupting traffic on Hallowell Road. Building project would lengthen to anything between 18 -24 months accordingly;
- access would be in use 7 days a week plus late evenings/early mornings by vehicles/pedestrians;
- would increase traffic (with associated noise) to and from 116a compared to existing office/storage use which operated only on five days a week, Mondays to Fridays 8am-5pm, for a total of 45 hours;
- assumption of 10 traffic movements per day is unrealistic. Three-bedroom houses for families increases the possibility of six persons in each house - with school children, young adults, visitors etc. including at weekends;
- reversing out on to Hallowell Road with poor visibility to oncoming traffic/pedestrians.

Amenities of adjoining occupiers:

- loss of privacy/overlooking from bathroom window in the flank wall (gardens of Nos. 118 to 124 Hallowell Road are very short, approx. 22m) plus visual intrusion from front/back gardens;
- noise/pollution from the access road (including contractors vehicles) and the new properties;
- scale/height (approx. 9m at the apex) and proximity of houses to back boundary of high side brick wall would directly impact on visual outlook from, and reduce daylight/sunlight (with associated overshadowing) to, the south-west facing back gardens and homes of Nos. 118, 120 Hallowell Road;
- car noise, pollution and disturbances;
- safety and home security threatened during building works;
- serious impact on standard of living for occupiers of Nos. 116 to 124 Hallowell Road;
- additional noise from concrete surface of access and five car park spaces (car doors opening/shutting);
- noise generated during building work;
- additional noise from front/back gardens;
- security issue along open space beside railway line.

Amenities of future occupiers:

- proposal to build closer to the railway. While noise survey may have been completed by the applicant, on environmental health note is it healthy to build houses so close to a railway and what affect to health from living so close to high voltage electricity cables?;
- little privacy for the occupiers.

History of area:

- Under 14654/APP/2004/1816 for 2 x 3 bedroom houses to rear of Nos. 126-128 Hallowell Road, the applicant did not propose building quite so close to the railway (approval has lapsed);
- there was already a two storey building in place to rear of Nos. 126-128. The proposal for rear of No. 116a would replace existing single storey buildings;
- accesses to rear of Nos. 126/128 Hallowell Road are far wider and shorter in length than that to rear of No. 116a;
- residential conversion of the old Builders and Local Conservative office (No. 114) to 1 bed flats has been implemented (under ref. 62065/APP/2006/3594). Therefore impossible now for 2 x 3 bedroom houses to be built. I am aware the office conversion to residential and old builders yard are now in separate land ownerships since 2012;
- this old yard has been disused for a few years now. It is accepted an alternative use needs to be found for the land subject to overcoming the environmental health issues and technical site constraints.

Other issues/concerns raised:

- strip of freehold land running along the back boundaries of these old builders and electrician yards are owned by The London Underground. Has this been taken into account by the applicant? I would assume the strip of land is for maintenance purposes;
- damage to root systems/health (due to blocked sunlight) of two Cypress trees (in garden of No. 120 Hallowell Road) due to proximity of building would lead to their death and need to remove/replace;
- access is 45 metres long (exceeds HDAS stated maximum distance of 23m from highway for hand-held waste);

Northwood Residents' Association - object on grounds of traffic generated by the development (including the likely parking of visitors' vehicles on the already congested Hallowell Road) would be in conflict with Policy AM7. Further concern as to the ability of emergency and service vehicles to access the proposed dwellings from the public highway.

London Underground - no objection in principle subject to a condition requiring detailed design and method statements (in consultation with London Underground) to be submitted for all of the

foundations, basement, ground floor and any other structures below ground level that demonstrate access to the buildings adjacent to property boundary without recourse to entering LU land or potential security risk to railway; that mitigate the effects of noise and vibration from adjoining operations and that property or structures can accommodate ground movement arising from the construction, including piling (temporary and permanent).

There are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that their right of support is not compromised and that the development will not have any detrimental effect on these structures either in the short or long term. The design must be such that the loading imposed on these structures is not increased or removed.

Internal Consultees

Urban Design/Conservation Officer - proposal is unacceptable within the Area of Special Local Character and will not sustain and enhance the significance of the heritage asset. Makes the following comments:

Proposal does not 'enhance and contribute positively to the appearance of an area.' Section 5.1 of HDAS states that 'New residential development should reflect the typology of the area and will be judged against its neighbours, and so it is these buildings, which should normally form the basis of the typology study.' Therefore, concerns relate to the footprint of the two new dwellings as well as the height (especially the roof), scale and proportions of the dwellings which appears excessive when compared to those on Hallowell Road i.e. the immediate vicinity.

The overall design which could have better articulation and the positioning of the dwellings. For example, there is no ample front garden or boundary treatment proposed. A cross section showing the relationship of the development proposals to the street would be useful to demonstrate the integrity of the design.

Trees & Landscape Officer - comments as follows:

There is a pair of large, mature Leyland Cypressess at the end of the rear garden of 120 Hallowell Road and a multi-stemmed Sycamore at the end of the rear garden of 124 Hallowell Road. The trees are not protected and are not highly valuable in the wider local context, however the trees are almost certainly valued by their respective owners for the screening they provide.

Much of the Leyland trees' crowns overhang the area where proposed House A will be built; the roots of the trees are likely to be adversely affected by the excavation of the foundations and therefore piled foundations will be required. However, irrespective of the possible root damage, the crowns will need to be cut back to the boundary to facilitate the building of the house itself. This will unbalance the trees, leading to all the weight remaining on the north-east side of the trees only; this is quite an important point as strong winds tend to come from the south-west and therefore the trees would become more at risk of failing due to wind-throw. Therefore, the building of proposed House A could cause irreparable damage to the Leyland trees and will almost certainly result in their premature loss.

With regards to the Sycamore, although it wont be affected directly by the building work, its crown overhangs much of the proposed rear garden of proposed House A, which will likely lead to pressure from future occupiers to heavily prune or remove the tree.

Highways (Traffic/Transportation) Officer
Comment on Original submission:

The proposal can not be supported on highway grounds for the following reasons:

1. Emergency vehicles - according to the transport statement a fire tender cannot access the site and a fire hydrant is being provided adjacent to the property. The houses are not located within the reach of the fire hose as such how is the fire tender able to use the fire hydrant? The applicant should provide confirmation from the fire service that what is being proposed is acceptable to the Fire Service;
2. Car parking - provision exceeds the maximum permitted standard by one space. The length of the parking spaces as well as the isle width are substandard. Parking spaces need to be 4.8 metres long and the isle width to be 6.0m.

Comment on Amended Site Plans and Information:

The application cannot be supported on highway grounds for following reasons:

1. Refuse vehicles - bin locations are not satisfactory as they do not comply with the Manual for Streets requirements. Bin locations must not exceed 25 metres from the highway and the walk distance from the houses to the bin locations must not exceed 30 metres;
2. Emergency/other vehicles - the access way being 2.3 metres wide is not suitable for fire engines, refuse and delivery vehicles or ambulances. In respect of fire safety the applicant needs to satisfy the fire authority and Building control requirements;
3. Car/cycle parking - should not exceed a total of four car spaces for the two houses. Six are shown on plans.

Access Officer

Comment on Original submission:

The application is unacceptable. Revised plans should be requested as a prerequisite to any planning approval. In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

1. Level access should be achieved. Entry to the proposed dwellings appears to be stepped, which would be contrary to the above policy requirement. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted;
2. The scheme does not include provision of a downstairs WC, compliant with the Lifetime Home requirements. To this end, a minimum of 700 mm should be provided to one side of the toilet pan, with 1100 mm in front to any obstruction opposite;
3. To allow the bathrooms to be used as a wet room in future, plans should indicate floor gully drainage;
4. The plans should indicate the location of a future 'through the ceiling' wheelchair lift.

Comment on Amended Site Plans and Information:

The toilet pan within the entrance level WC should be moved to the opposite side wall, so that the handbasin can be reached from the toilet pan.

Environmental Protection Unit - no objection subject to condition (testing of imported or site derived soils for contamination) plus informative (demolition and construction works) with the following

comments:

Noise - sound insulation and noise reduction for buildings describes recommended good to reasonable internal noise levels for residential spaces i.e. for living rooms 30-40 dB and bedrooms 30-35 dB. Outline mitigation measures including a glazing specification [sound reduction performance R_w of 49 dB] and acoustic trickle vents have been recommended by the applicant and according to the information provided in the acoustic report should be sufficient to achieve good internal noise levels for the proposed development according to BS8233:1999.

Contamination - as new sensitive receptors are being introduced to the site it is recommended as a minimum 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). It is recommended suitable contamination testing is carried out as part of any geotechnical survey.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

One of the Core Planning Principles of The National Planning Policy Framework is to "encourage the effective use of land by re-using land that has been previously developed (brownfield land)".

The London Plan (July 2011) aims to provide more homes within a range of tenures across the capital meeting a range of needs, of high design quality and supported by essential social infrastructure. In terms of new housing supply, the Borough of Hillingdon has been allocated a minimum target of 4,250 in the period from 2011-2021. The form of such housing should provide a mix of dwelling types in different locations with those at higher densities providing for smaller households focused on areas with good public transport accessibility.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that "new development 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 area". The application site is previously developed and thus would not give rise to any conflict with this policy.

Similarly, Policy H12 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) refers to proposals for tandem development of backland in residential areas. However, this form of development consists of one house immediately behind another and sharing the same access therefore is not applicable to the current application proposal.

The Council's adopted Supplementary Planning Document, the Hillingdon Design and Accessibility Statement - Residential Layouts (July 2006) or HDAS states in Chapter 3 that proposals involving the re-use of existing commercial sites including vacant buildings near railway lines will be looked upon favourably. Landscape treatment should be considered carefully and a detailed site investigation carried out to establish if the site is contaminated, together with details of measures to prevent pollution of groundwater and surface water and the monitoring of such before development can be commenced.

The construction of two properties on this separately accessed backland site is therefore acceptable in principle. In particular, the backland plot is of sufficient size and depth to accommodate new housing in a way which can provide a satisfactory quality of residential environment for the new and existing adjoining residents.

The principle for some form of residential redevelopment of the application site is thus established. However, notwithstanding the siting of the proposed dwellings which is largely determined by the shape of the site and its access, in the overall context of its surroundings, the scale and design of this pair of dwellings would be out of keeping with the established residential form in Hallowell Road.

In this regard, the Urban Design/Conservation Officer has particular concerns about the scale (footprint, height), proportions and positioning of the proposed dwellings. These design and other issues, which would also be potentially to the detriment of the existing standard of amenities for occupiers of the adjoining properties, are assessed in more detail elsewhere in this report.

7.02 Density of the proposed development

The density of residential development on this site should be in accordance with Policy 3.4 of the London Plan (July 2011). Thus for dwellings of 4 habitable rooms in suburban locations, a density of 150-250 habitable rooms/hectare (or 35-65 units/ha.) is sought.

The proposed development comprising of 8 habitable rooms (three bedrooms plus sitting/dining room in each dwelling, would result in a density of 160 habitable rooms/hectare (approx.) or 40 units per hectare, which would be at the lower end for compliance with the required density range for a site in a suburban location with a PTAL score of 2.

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

With specific reference to the site location within an Area of Special Local Character, Policy BE5 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that new development should harmonise with the materials, design features, architectural style and building heights predominant in such areas.

In addition to these general considerations of scale and form, backland development is unlikely to be acceptable in most cases because of the difficulties of positioning, site layout and access, in order to both complement the character of the area and to minimise the potential impacts on the amenities of neighbouring occupiers.

The proposal submitted is for a simple two storey dwelling form with pitched roof in a residential development similar to that known as Ross Haven Place off Reginald Road, near to the site. As such the houses would have a very limited front amenity area facing onto a parking forecourt.

The Council's Urban Design & Conservation Officer has raised significant concerns in relation to the large footprint of the two new dwellings, their height (especially the roof), scale and proportions which would appear excessive when compared to those on Hallowell Road in the immediate vicinity. Further comments relate to the design, such as articulation, positioning of the dwellings and lack of ample front garden or boundary treatment proposed.

With regard to the built nature of the immediate locality, there is a fall southwards along Hallowell Road such that Nos. 114 and 116 stand higher than Nos. 118 to 124 or the proposed dwellings. On the same (west) side of Hallowell Road as the application site, No 126 is detached with a commercial yard to the rear, whilst Nos. 124 to 118 are terraced houses. No. 116 Hallowell Road is a detached house and No. 114 is a large detached building containing 4 flats and 4 B1 units with prominent dormers facing the street and car parking extending for much of the depth of the site. Nos. 110/112 are semi-detached and

to their north is the next terraced row of five (Nos. 94 to 102).

It is evident therefore that in the immediate vicinity of the application site there are variety of older buildings including houses, flats and commercial uses that are not of homogenous appearance. Whilst the application site is relatively hidden from street views behind the existing buildings, nonetheless the introduction of two large new dwellings in this backland siting, the visual impact of which would be increased by their position in relation to the site boundaries and adjoining dwellings, is considered to be out of keeping with the general design, scale, form and proportions of the existing residential development of the area.

As such therefore, the proposal is considered to be contrary to Policy BE5 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Policies.

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 Unitary Development Plan Policies (November 2012) requires developments to harmonise with the existing streetscene or other features in the area.

Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area in which it is situated.

The application site is not wholly visible from Hallowell Road, but nonetheless for similar reasons to those given above, the proposal is considered to be out of keeping and would thus fail to harmonise with the general design, form and scale of the existing built features in the immediate surrounding area. As such, it would be to the detriment of the general amenity and historic character of this locality, the physical elements of which contribute to the appearance of the whole and enjoy special built protection as a result.

Furthermore, Policy BE22 of the Hillingdon Local Plan requires a gap between a two storey building and the side boundary line of at least 1 metre. This should result in a two metre gap between the proposed dwellings, which is failed to be achieved and results in a cramped appearance between the buildings.

Accordingly, the proposal would be contrary to Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

7.08 Impact on neighbours

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that "planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity would result in a significant loss of residential amenity."

The Council's Supplementary Planning Document - the Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006) sets down a minimum of 15 metres separation distance between adjoining dwellings.

The position of the nearest proposed dwelling alongside the north-east boundary of the site, which forms the rear garden boundary of the existing dwellings, Nos. 118 and 120

Hallowell Road, means that there would over 24 metres separation distance between the flank wall of the development and the rear elevations and windows of the existing houses.

Although the application site is on marginally higher ground therefore (approximately 0.55 metre), in this situation and at this distance therefore, the bulk of the proposal in itself should not give rise to an overdominant effect on the general outlook of these neighbouring occupiers from their rear windows.

Notwithstanding, the potential impact of the height and proximity of the new dwellings needs to be further assessed with regard to the level of natural light and sunlight currently enjoyed by these neighbours, whose gardens have south and west facing aspects.

Policy BE20 of the Local Plan requires new buildings to provide for adequate daylight and sunlight to be able to penetrate into and between them and the amenities of the existing houses to be safeguarded.

The proposed dwellings would be positioned to the south-west of the existing dwellings. As a result of their proximity to the boundary and height at the ridge, a likely loss of daylight and sunlight with resultant overshadowing to more than 50% of the length of the back gardens of Nos. 118 to 122 Hallowell Road between 1400 and 1600 hours has been identified. This assessment is made regardless of the shading caused by the existing Cypress trees in the garden of No. 120, which currently allow only filtered light (if any) through, but are not protected and thus may be felled, lopped or pruned back in the future at the owners' choice.

Whilst it is accepted that shadows are only cast if there is sunlight and that they move during the day there is no doubt that the new buildings would permanently reduce the quality of the natural light and amount of sunlight received to parts of these rear gardens, especially in the afternoons. These effects would be more noticeable during the longer daylight hours of the warmer months when the sun is most beneficial to the occupants, seeking the full enjoyment of their gardens.

Nonetheless, whilst there would undoubtedly be some overshadowing of these gardens as a result of the development, the separation distance of the new dwellings is sufficient enough to ensure that this impact would not be so harmful as to warrant a refusal in itself.

For these reasons therefore, it is considered that the proposal would be unlikely to reduce the residential amenities of the occupiers of Nos. 118 to 122 Hallowell Road by reason of bulk and proximity or natural light/sunlight and as such complies with the objectives of both Policies BE20 and BE21.

Policy BE24 of the Local Plan requires the design of new buildings to protect the privacy of neighbouring dwellings. Paragraph 4.12 of the Hillingdon Design and Access Statement: Residential Layouts (or HDAS) requires a minimum of 21 metres between properties (taken at 45 degrees from the centre of the upper floor habitable room windows in the new dwellings) to ensure no loss of privacy would occur.

In this regard, there are no habitable room windows proposed to the upper floors of the new dwellings that would create overlooking to any of the existing dwellings in Hallowell Road. Only one side facing window is proposed, in the north-east flank elevation of dwelling alongside the gardens of Nos. 118/120, to a bathroom (wet room), and this could be fitted with obscure glazing throughout with only a top opening for ventilation.

For the reason given above relating to overshadowing, the relationship of the new dwellings to the existing would however be unacceptable.

7.09 Living conditions for future occupiers

Policy 3.5 of the London Plan (July 2011) states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. In order to achieve this, the new dwelling would be required to meet the minimum gross internal floor space standards set out under this policy, and in the GLA's Supplementary Planning Guidance - Housing (November 2012).

The proposed development would provide two three bedroom dwellings, each with a gross internal floor area of 140 square metres (approx.), including the partly habitable roof space containing the third bedroom. All of the bedrooms are capable of being occupied in the future as a double or twin, and therefore a total of up to six persons could be accommodated in total.

However, the floorspace provided would easily achieve the minimum internal floor area of 96 square metres for a three bedroom 5 person two storey house set down in the London Plan (July 2011). The minimum figure for a three storey house is 102 square metres. The proposal would thus provide an adequate standard of living accommodation for its occupants.

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states:

"New residential buildings or extensions should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is useable in terms of its shape and siting."

The Council's Supplementary Planning Document - the Hillingdon Design and Accessibility Statement - Residential Layout (July 2006) states that the garden space standards which for a three bedroom dwelling is 60 square metres.

The proposed site layout indicates that whilst this provision is made for House B (nearest to the railway), with approximately 61 square metres of private amenity space available for the occupants, some of the space within the rear garden of House A includes a one metre wide garden path over which the occupiers of House B will have rights to gain access to their rear garden.

As such, the private garden space available to House A is deficient by about 5 square metres and there would thus be an inadequate provision of usable amenity space on the site. The use of this garden would also be compromised by the overhang of a Sycamore tree within the garden of No. 124 Hallowell Road, the resultant shading from which for part of the day may lead to pressure from future occupiers to heavily prune or remove the tree.

The proposal is therefore contrary to Local Plan Policy BE23 and HDAS in this regard.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance

with the Council's adopted Car Parking Standards. These require a maximum provision of two off-street parking spaces for each dwelling.

The application site has a low PTAL score of 2, so the maximum two parking space standard is required to be adhered to in this instance. The spaces should each measure 2.4 metres x 4.8 metres and allow for turning/manoeuvring in order that vehicles leave the site in a forward gear.

In addition to the car parking requirements, any proposal should provide a covered, screened and secure cycle store with space for three bicycles within the site of the new dwellings.

The proposal indicates the provision of an area for off-street parking for the dwellings, which would be serviced by an existing single vehicle width crossover from the Hallowell Road.

The use of the access for two dwellings, with an average trip generation of six vehicle movements each throughout the day, compared to the more regular timed exiting and arrivals associated with the previous commercial operation at the site, is considered to be acceptable. With a residential use of the site, the number of occasions where two vehicles cannot pass side by side when entering/exiting the site via the single width access lane, which in the past has resulted in larger vehicle(s) queuing temporarily on Hallowell Road to the detriment of highway safety, is not therefore likely to increase.

The maximum distance for refuse to be carried to the highway is 25 metres. As the access to the site is in excess of 44 metres, this distance is unacceptable.

The location of a hydrant is to enable fire fighting without a pump since the access is of insufficient width. This is given also that the minimum water mains pressure is dictated by the London Fire Brigade at 28 psi, which is sufficient pressure without the assistance of a pump to fight a fire on two floors. In the event that the hydrant or lack of pump access thereto is an issue for Building Regulations the alternative, as provided for in the regulations, is to install a sprinkler system to achieve compliance.

The applicant has attempted to address the general concerns relating to the adequacy of the vehicular and pedestrian access in to the site, but it is simply not possible to widen this fenced access or to otherwise make improvements on land within the applicant's control to driver visibility or to provide a safe waiting place for passing vehicles at the entrance from Hallowell Road.

The matters relating to bin collection, access for emergency and other vehicles, are considered to be fundamental deficiencies of the current proposal which are likely to give rise to highway and pedestrian safety problems in the immediate vicinity of the site entrance. The proposal would therefore be contrary to the objectives of Local Plan Policies AM7 and AM14 in this regard.

7.11 Urban design, access and security

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

They should 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. They should also create safe and secure environments.

The Council's adopted Supplementary Planning Document, the Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006) also sets out, in Chapter 4, the site specific and general design guidance for new residential development. Thus elevations should be in harmony with the surroundings and complement and/or improve the area, contributing to the street scene and environment generally. Building lines should relate to the the street pattern whilst car parking, preferably in small courtyard arrangements, should not result in a reduction in residential amenity as a result of noise, emissions and increased activity. Where parking is to the front, careful consideration must be given to boundary treatment, retention of trees and the use of walls, fences etc. Bicycle parking facilities should be safe and accessible.

As discussed elsewhere in this report, the bulk and scale, siting and design of the proposed dwellings have been considered both in terms of their effect on the amenity and character of the surrounding residential area and the potential impacts on the neighbouring occupiers. Accordingly, these have been considered to be unacceptable in the context of the local built environment with an unacceptable impact on the adjoining neighbours. Access to the new dwellings for service and emergency vehicles has also been considered deficient for the reasons stated.

7.12 Disabled access

All housing development schemes must be constructed to a design that is in accordance with the Lifetime Homes Standards as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon' and Policy 3.8 of the London Plan 2011.

Policy BE1 - should 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.

Policy AM13 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) seeks to ensure that proposals for development increase the ease and spontaneity of movement for elderly people, the frail and people with disabilities.

With regard to Lifetime Homes standards, parking bays at 2.6 metres wide have been shown (they can be 2.4m with the resulting additional space being used to make one bay 3.6 wide) and all these spaces are as near as possible to the houses across a very gently sloping forecourt.

The applicant has submitted amended plans showing how a lift may be inserted if required, a suitable downstairs WC, first floor bathroom drainage gully (for use as a wet room) and a track for a wheelchair lift. Additional door threshold information has also been provided and the front entrance to each of the dwellings would be protected by the eaves overhang from the single storey element to the front elevation. In all other regards, the plans have been revised to permit wheelchair access and a stair lift as alternative to hydraulic lift.

The Council's Access Officer has confirmed that subject to the relocation of the toilet pan in the downstairs WC, the Lifetime Homes standards have been met by the proposal.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved Policies Unitary Development Plan Policies (November 2012) requires new developments to retain and utilise landscape features of merit.

There are no trees or other landscape features within the application site, whilst those in the adjoining rear gardens of properties in Hallowell Road, including two Cypresses, a Pear tree and a Sycamore tree, are all unprotected.

Nonetheless, the Council's Trees & Landscape Officer has raised significant concerns about the potential root and crown damage to the pair of Cypresses in the garden of No. 120 that would be likely to result from the construction of the nearest of the two dwellings (House A). The position and overhang of the Sycamore tree in No. 124 is also likely to lead to pressure from future occupiers to heavily prune or remove the tree.

Since future works to these trees (with the exception of overhanging branches) are not wholly within the control of the applicant therefore, and whilst their owners choose to retain them and benefit from the amenity value and screening towards the railway line that they provide, their irreparable damage or loss within the lifetime of the development would have an unacceptable impact on the visual landscape and residential amenities generally.

The proposal would thus be contrary to the specific landscape aims of Local Plan Policy BE38 in this regard and also to Local Plan: Part One Policy BE1 which seeks to protect the amenity of surrounding land and buildings, particularly residential properties.

7.15 Sustainable waste management

The Council's adopted Supplementary Planning Document, the Hillingdon Design and Accessibility Statement - Residential Layouts, in Chapter 4 states that adequate and appropriate space for waste and recycling facilities should be incorporated in to new developments, which integrates with the buildings they serve and minimises the impact on local amenity. The creation of randomly arranged bin areas on left over land or use of rear service alleys should be avoided as they raise serious issues in terms of safety and security.

Waste disposal facilities should be located on private land with solid, well ventilated bin stores that are discreetly sited and screened but easily and safely accessible no farther than 25 metres from the highway/collection point. In accordance with HDAS therefore, the dwellings would be required to be provided with a well screened storage area for refuse awaiting collection.

The proposed site layout makes provision for this facility within the application site adjacent to the end of the access way from Hallowell Road. The details of how this storage area would be enclosed can be made the subject of an appropriate condition, but are otherwise considered to be in a suitably discreet position which would not be highly visible beyond the site boundaries.

The carrying distance to the highway of about 40 metres has however given rise to concerns about the future arrangements for collection and this matter is discussed elsewhere in the report.

7.16 Renewable energy / Sustainability

The proposed development would be required to be built to the Code for Sustainable Homes Level 4. A condition could be attached to any planning permission granted requiring the provision of a design stage certificate prior to the commencement of works

to show that the designed dwellings would meet this standard.

7.17 Flooding or Drainage Issues

In accordance with Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), the principles of sustainable drainage should also be used in any development of this site which should seek to manage storm water as close to its source as possible.

Policy OE8 of the Local Plan states that permission will not be granted for redevelopment of existing urban areas which would result in an increased flood risk due to additional surface water run-off, unless the proposed development includes appropriate measures.

A suitable condition is therefore necessary and could be attached to any planning permission granted requiring details of appropriate flood management measures for the development of this site, which slopes down gently from west to east but is otherwise solidly enclosed on all boundaries except that to the railway land and along the access way.

7.18 Noise or Air Quality Issues

Under Policy OE5 of the Hillingdon Local Plan proposals for the siting of noise sensitive developments such as family housing, where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become subject to unacceptable levels of such.

Where the development is acceptable in principle, it will still be necessary to establish that the proposed building can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

The Council's Environmental Protection Unit has assessed the Noise Exposure Assessment carried out on behalf of the applicant and found the sound insulation and noise reduction for buildings describes good to reasonable internal noise levels for residential spaces (living rooms/bedrooms) with other mitigation measures including a glazing specification and acoustic trickle vents which are sufficient to achieve good internal noise levels for the proposed development.

7.19 Comments on Public Consultations

A number of concerns and issues have been raised in response to the statutory consultation exercise, many of which have referred to the nature of the locality and historical development, including a comparison with how the application site was previously used for commercial purposes.

One of the primary objections to the proposal is that the area is already fully built up and heavily parked on street with associated traffic. In this regard the proposal is not strictly comparable to other "backland" housing sites in the vicinity which had a different shape and/or access.

Another general concern relating to design is that site would be too small, and the houses too large with a resulting impact on both the amenities of the Area of Special Local Character and on the outlook and light of immediately adjoining neighbours.

The fundamental objection however is the inadequacy of the access into the site and the consequent problems this would cause particularly with larger service and emergency vehicles.

7.20 Planning Obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek a contribution towards Educational facilities through planning obligations.

The Supplementary Planning Document Planning Obligations (July 2008) and Revised Chapter 4: Educational Facilities (September 2010) states that where a development provides an additional six habitable rooms to a residential development (kitchens are included for these purposes and rooms of more than 20 square metres counted as two rooms), a financial contribution towards education facilities will be sought.

The proposal would result in an additional 10 such habitable rooms being created in the development (3 bedrooms, a sitting/dining room and a kitchen - also included for these purposes - in each dwelling) of this site.

Therefore, the proposed development is liable to a contribution being sought towards future educational facilities in the Borough. The current calculation for this contribution is £20,502 (of which Primary £9,856, Secondary £8,003 and Post-16 £2,643).

However, whilst the applicant has undertaken to make this payment, since no S.106 legal agreement has been entered into to at this stage, the proposal should be refused as being contrary to Policy R17.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Policy OE11 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that permission will not be granted for proposals which increase the use of contaminated land which is to remain untreated unless appropriate measures are proposed to overcome this.

Applications for sensitive developments (including housing) should be supported by a desk top study confirming known or potential contamination issues.

The Council's Environmental Protection Unit have recommended that as new sensitive receptors are being introduced to the site, as a minimum an imports/landscaping condition should be included in any permission given and that suitable contamination testing is carried out as part of any geotechnical survey.

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

10. CONCLUSION

The principle and location of the development of the application site for housing at the density calculated is accepted given its previous commercial use.

The scale and design of the dwellings is considered unacceptable in an Area of Special Local Character and due to their position on the site, the proposed dwellings would have a detrimental impact on the amenities of the adjoining residential occupiers.

The access and parking arrangements, including car and cycle storage provision, bin collection and suitability for large emergency and other service vehicles, are inadequate and would be likely to create highways related problems at the site entrance.

The amenity space provision for future occupants of the development is also inadequate and the proposal would have an unacceptable impact on off-site trees.

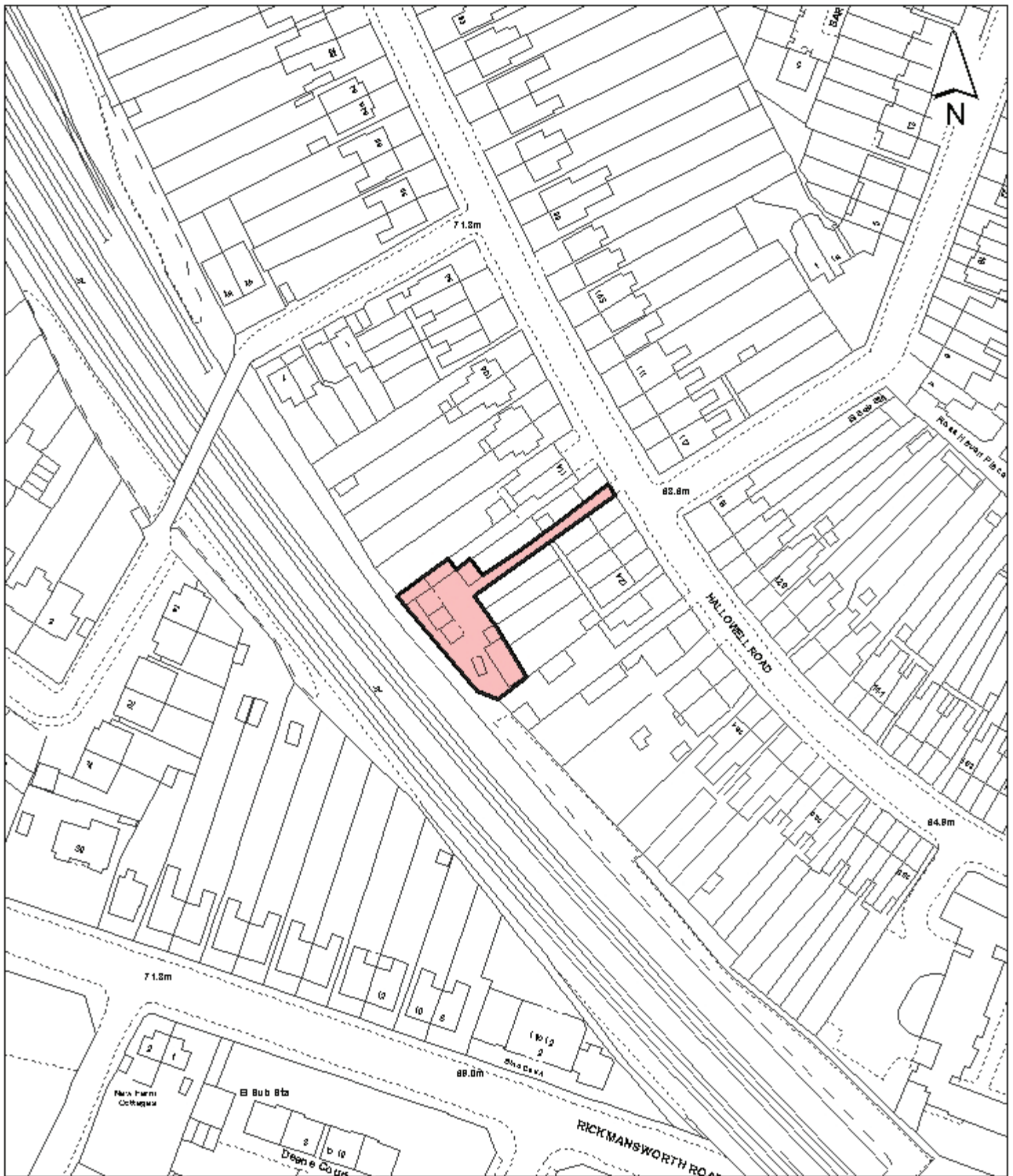
In conclusion, the proposals would fail to accord with the terms and objectives of a number of identified policies, the requirements of adopted standards or design criteria. It is recommended therefore that planning permission for the proposed development be refused for the reasons given in the report.



11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (July 2011);
National Planning Policy Framework;
Hillingdon Supplementary Planning Document: Planning Obligations (July 2008) and Revised Chapter 4 (September 2010)
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (May 2013)
GLA's Supplementary Planning Guidance - Housing;

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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>116a 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>45407/APP/2013/2272</p>	<p>Scale</p> <p>1:1,250</p>	
	<p>Planning Committee</p> <p>North</p>	<p>Date</p> <p>December 2013</p>	