

## Report of the Head of Planning, Sport and Green Spaces

**Address** 116A HALLOWELL ROAD NORTHWOOD

**Development:** Part two storey, part single storey 3-bed, detached dwelling house with associated parking and amenity space involving demolition of existing B1 building

**LBH Ref Nos:** 45407/APP/2014/982

**Drawing Nos:** LT Homes  
Photographs of Nearby Area  
Photographs of Existing Site  
Fire Safety Guidance Note  
Location Plan  
Household Waste  
Sustainable Drainage System  
Transport Statement  
Noise Exposure Assessment  
Phase 1 Arboricultural Implication Assessment  
Tree Schedule  
02113  
4130011 1470  
12405C  
Photograph - Street View Perspective  
12408  
12410  
Tree Constraints Plan  
166AHalwRd/13/01B  
12406B  
12407B

<b>Date Plans Received:</b>	19/03/2014	<b>Date(s) of Amendment(s):</b>	23/04/2014
<b>Date Application Valid:</b>	02/04/2014		18/07/2014
			14/08/2014
			19/03/2014

### 1. SUMMARY

The application seeks permission for the erection of a detached dwelling with associated parking and amenity space on a vacant backland commercial property at No. 116a Hallowell Road. The site is accessed from Hallowell Road on land to the rear of Nos. 114 to 122.

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 accord with the terms and objectives of a number of identified policies, the requirements of adopted standards and design criteria. It is

recommended therefore that planning permission for the proposed development be approved for the reasons given in the report.

## **2. RECOMMENDATION**

### **APPROVAL subject to the following:**

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

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

#### **REASON**

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

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

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 02113, 166AHalwRd/13/01B, 12405C, 12406B, 12407B, 12408 and 12410 and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (July 2011).

#### **3 RES7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

#### **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **4 RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing Nos. 118 to 122 Hallowell Road.

#### **REASON**

To prevent overlooking to adjoining properties in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **5 RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

#### REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with Policies BE13, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **6 RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

#### **7 RES16 Code for Sustainable Homes**

The dwelling shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

#### REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

#### **8 RES17 Sound Insulation**

Development shall not begin until a scheme for protecting the proposed development from rail traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by rail traffic noise in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

**9 RES18 Lifetime Homes/Wheelchair Units**

The dwelling hereby approved shall be built in accordance with 'Lifetime Homes' Standards as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**10 RES6 Levels**

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**11 RES8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

## REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments
  - 2.c Car Parking Layouts for two cars)
  - 2.d Hard Surfacing Materials
3. Schedule for Implementation
4. Other
  - 4.a Existing and proposed functional services above and below ground
  - 4.b Proposed finishing levels or contours

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011).

### **13 NONSC London Underground Safeguarding**

The development hereby permitted shall not be commenced until detailed design and method statements for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority.

The details shall:

- i) provide details on all structures
- ii) provide defined and surveyed property boundary
- iii) provide clarification of site plans and measurements of the proposed new building to London Underground property boundary
- iv) accommodate the location of the existing London Underground structures
- v) demonstrate that there will be no opening windows to the elevation with London Underground
- vi) demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land

- vii) demonstrate that there will at no time be any potential security risk to our railway, property or structures
- viii) accommodate ground movement arising from the construction thereof; and
- ix) mitigate the effects of noise and vibration arising from the adjoining operations within the structures

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

**REASON**

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

**14 NONSC Imported Soils**

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination (all soils used for gardens and/or landscaping purposes shall be clean and free of contamination).

**REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 I1 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**2 I52 Compulsory Informative (1)**

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

**3 I53 Compulsory Informative (2)**

The decision to GRANT 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 National Planning Policy Framework
- 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
LPP 5.3	(2011) Sustainable design and construction
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.
OE5	Siting of noise-sensitive developments
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
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

#### **4            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.

#### **5            115            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

#### **6 12 Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

#### **7 13 Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

#### **8 147 Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

#### **9**

You are advised that the development hereby approved represents chargeable development under both Hillingdon's and the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £2,850 and 31,115.92, respectively, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website [www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)



It is noted that a self build exemption has been applied for. This matter will be processed separately, however you are advised that if an exemption is granted this can be withdrawn should the Local Collecting Authority later believe that the development is not proceeding in accordance with the exemptions criteria.

#### **10**

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

#### **11**

The applicant is advised that, in order to achieve compliance with Building Regulations in regards to fire safety, a hydrant or a sprinkler system should be provided.

### **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 application 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 Cypresses (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 one three bedroom detached dwelling house providing 140 square metres gross internal floor area.

The proposed two storey dwelling, with a single storey wing and habitable roofspace would have a width of 6m (10.9m including the ground floor wing) and a length of 12 metres and be positioned at the head of the access road in the centre of the former yard.

The single storey north east flank wall of the dwelling would be approximately 25 metres from the rear boundaries of Nos. 118 and 120 Hallowell Road (the two storey flank 30m) and be up to one metre inside the western site boundary with London Underground railway land.

The dwelling would have a pitched roofs to an apex height of approximately 9 metres and comprise of a kitchen, living/dining room, study, utility room and WC at ground floor, three bedrooms (one en-suite) and a bathroom (wet room) on first floor plus a third bedroom and storage area within the roof.

All habitable room windows at first floor level would be formed within the front (NW) or rear (SE) elevations with only rooflights to the landing and bedroom in the roof space on the side facing the railway. There would be none at first floor in the side (NE) elevation facing Nos. 118/120.

The dwelling would be finished externally in facing brick, slate roof tiles with decorative ridge tiles and wooden eaves, windows and 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 3 vehicles provided within the curtilage of the site directly opposite the front of the dwelling.

The former workshop/offices building (shown as Building A) at the end of the access on the north boundary with No. 114 Hallowell Road would be retained for purposes ancillary to the new dwelling.

Approximately 118 square metres of private amenity space would be provided immediately to the rear on the south side of the dwelling.

### **3.3 Relevant Planning History**

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

45407/APP/2013/2272            116a Hallowell Road Northwood

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

**Decision:** 04-12-2013    Withdrawn

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

The principle of development on a similar site in the vicinity was established 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.

A recent proposal (under ref. 45407/APP/2013/2272) for 2no. two storey, 3-bedroom detached dwellings with habitable roofspace with associated parking and amenity space on the application site was withdrawn in December 2013.

#### **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 National Planning Policy Framework
- 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
- LPP 5.3 (2011) Sustainable design and construction
- 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.
- OE5 Siting of noise-sensitive developments
- AM7 Consideration of traffic generated by proposed developments.

AM14	New development and car parking standards.
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

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

12 no. neighbouring and nearby occupiers were consulted (on 4.4.2014) and 14 no. following the receipt of amended plans (on 28.7.2014). In addition a site notice describing the original proposal was displayed from 16.4.2014.

There have been six responses, including a petition dated 1.5.2014 (signed by 23 persons) and one other representation received raising the following objections, issues, concerns and comments:

#### Area

- Hallowell Road already over developed/too much infill at rear of residential properties.
- Not in-keeping with Hallowell Road/Old Northwood Area of Special Character.

#### Scale, Design

- cramped/over development of site.
- too close to boundaries.
- little privacy provided for occupants.
- development not within existing footprint of building C.
- proximity to railway (electro magnetic effects on health).

#### Access

- access road is extremely narrow (will be tight for medium and larger vehicles).
- limited to no access for emergency, waste collection, construction and service vehicles, due to narrow access point to the development site.
- turning on to Hallowell Road.

#### Parking/traffic

- additional traffic on Hallowell Road
- additional demand for on-street parking (already limited for flats, light industrial and other local workers)
- dangerous road (speeding/pulling out of narrow access ways)

#### Neighbour amenities

- noise/pollution from traffic in access road (heavy vehicles)

- noise/disturbance from new properties
- loss of privacy
- loss of daylight and sunlight entering homes and gardens
- loss of outlook

Construction works:

- noise/pollution from building site
- disruption/security

Other

- refuse/waste collection
- continued use of Building A (commercial or just allowed to stand and rot?)
- would give rise to a significant number of children of school age
- potentially significant root/crown damage to the surrounding trees
- previous use of site by electrical contractors (5 days a week, from approx. 0800-1700)

Northwood Residents Association - no comments.

London Underground Limited (Infrastructure Protection Information Manager) - No objection, subject to appropriate condition and informative.

#### **Internal Consultees**

URBAN DESIGN/CONSERVATION OFFICER - no objection to amended plans following discussions with applicant. Further detailed comments have been requested 28.7.2014 but makes the following general comments regarding the residential development of this site:

Construction on this site is acceptable in principle. The Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential Layouts, states (Section 3.4) that 'Backland development involving the construction of new dwellings within the garden area of existing properties raises similar issues to the redevelopment of large plots and infill sites. This type of development must seek to enhance the local character of the area. The plot should be of sufficient depth to accommodate new housing in a way which provides a quality residential environment for new and existing residents.'

Further comments to follow which should conclude that the proposed new detached house would be in keeping with the local character of the area. The scale, height, proportion and design is comparable to those on Hallowell Road and the immediate vicinity. The new property would be highly visible from the rear of the properties and the railway but would sustain the appearance of the ASLC.

Requests a materials schedule as amended plans are lacking in detail. These should be traditional, i.e wooden doors, windows and barge board; slate roof and red tile ridge and brickwork.

PRINCIPAL ACCESS OFFICER - Originally advised that revised plans should be requested as a prerequisite to any planning approval. Revised plans have been received which address the issues raised in the Access Officers initial response.

TREES/LANDSCAPE OFFICER - no objection subject to the the following observations and conditions RES6, RES7, RES8, RES9 (parts 1,2,5, and 6).

Comments are based on the submitted information (which includes a Tree Survey) and restricted views from Hallowell Road:

- a Tree Survey and Arboricultural Implications Assessment, by Arbol Euro Consulting has been

submitted in accordance with BS5837:2012. The Site Plan Appendix 2 Tree Constraints Plan is missing.

- the Tree Survey Schedule confirms that the only trees within the site is a group (G1) of self-set sycamores of poor quality and value (C2) - which will be removed to facilitate the development.
- all of the other trees are '3rd party' (off-site) trees.
- Section 8.0 confirms that there is a pinch point on the development site which could adversely affect the root protection areas (RPA's) off-site trees T1 and T2, both Leyland Cypress, which are situated to the north of the proposed building. The report recommends that these are the only trees which pose a constraint on the development.
- the report recommends that one option is to re-site the building away from the crown of T1. Alternatively, the crown of T1 could be cut back from the boundary line (under Common Law right) which would be likely to spoil the appearance of the tree.
- no proposed site layout plan or site/ tree survey plan has been submitted, so that an assessment of these recommendations is not possible.
- if the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

These drawings show the existing and proposed site context and indicate the trees (mainly off-site) with their root protection areas. The root protection areas may be reduced within the site due to the presence of hard standing and existing buildings, whose foundations are likely to have acted as root barriers - restricting their root spread. The working method statement, previously requested should include measures designed to safeguard the offsite trees which may be affected by the demolition and construction work.

Amended Plans (Drawing No. 116AHalwRd/13/01B, Site Layout, indicates the amended site arrangement) - no objection subject to conditions (as listed above).

HIGHWAYS (TRAFFIC/TRANSPORTATION) OFFICER - no objection on highways grounds with the following comments:

#### Parking

- subject to the provision of 2 car parking spaces

#### Refuse collection

- the refuse collection location is more than 25 m from the highway. As the proposal is for one house the owner would be responsible for bringing refuse out to the public highway on collection days. The access is currently used by cars.

#### Access for fire engine

- the access is too narrow to accommodate a fire engine and the location of the dwelling is beyond the reach (45m) of a fire hose. The applicant has submitted a Fire Safety Guidance Note which refers to compliance under Building Regulations. A highways objection relating to fire access cannot be supported on planning grounds.

#### Building A

- since building A shown within the red line is being retained, confirm if the access to this building would be from the drive way between numbers 116 and 118 and if so where is the parking serving Building A.

(Officer comment: The access road to the site would serve both the retained building and the proposed dwelling).

ENVIRONMENTAL PROTECTION OFFICER - no objection subject to informative regarding control



of environmental nuisance from construction work (Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990).

## **7. MAIN PLANNING ISSUES**

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

In the context of the National Planning Policy Framework, London Plan and Hillingdon Local Plan, the principle of residential development on this former commercial site is considered to be acceptable, making use of redundant, accessible and previously built upon land within the identified Developed Area of the Borough.

### **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 or 5 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 five habitable rooms (three bedrooms plus living/dining room and study), would result in a density of 100 habitable rooms/hectare (approx.) or 20 units per hectare, which would fall significantly below the lower end for compliance with the required density range for a site in a suburban location with a PTAL score of 2. However, given the site specific constraints it is considered that the density is appropriate in this case.

### **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 many 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 application site is a backland site situated within the Old Northwood, Area of Special Local Character (ASLC). The immediate surrounding area is characterised by Victorian terraces and properties, mainly constructed of red brick with slate roofs, traditional in appearance with sliding timber sash windows. To the rear of these, the area is visible from the railway and is characterised by single storey structures. Although these have no special interest, they are of a scale typical to the wider area. The ASLC is a significant heritage asset and therefore it is important that any development sustains and enhances this significance.

The revised proposal submitted is for a simple two storey dwelling form with pitched roof. The Council's Urban Design & Conservation Officer has been involved in discussions and considers an acceptable design is now proposed, subject to details of the external materials to be used. Given the location, the applicant has accepted the need to use traditional materials, samples of which can be required to be submitted for approval by means of a condition on any permission granted.

In particular, the dwelling would appear in keeping with the scale and general form of older properties in Hallowell Road and the immediate vicinity. The previous concerns relating to the scale of the original submission for a 4-bedroom dwelling have been addressed by the revised proposal, which is similar in width, height and position but

effectively reduced in size and bulk by the L shaped footprint and single storey wing.

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 office 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.

Although the application site is relatively hidden from street views behind the existing buildings, the introduction of any new dwelling in this backland siting would still have a visual impact on the area due to its position in relation to the site boundaries and adjoining dwellings.

In this regard, the revised proposal is considered to be in 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 comply with the objectives of 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 street scene 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 for the reasons given above, the proposal is considered to be in keeping and would thus harmonise with the general design, form and scale of the existing built features in the immediate surrounding area.

As such, it would be safeguard 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.

Policy BE22 of the Hillingdon Local Plan requires a gap between a two storey building and the side boundary line of at least one metre, which has been achieved on the NE site boundary with the existing houses. The proximity to the railway land boundary would not affect the street scene.

Accordingly, the proposal would comply with Policies BE13 and BE19 of the Hillingdon

Local Plan: Part Two - Saved UDP Policies in this regard.

#### **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.

Despite the position of the 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, the L-shaped footprint means that there would 30 metres separation distance between the two storey east flank wall of the development and the rear elevations and windows of the existing houses.

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

The existing building to be demolished is a single storey building which is part flat and part pitched roof, with the pitched roof being offset closer to the residential properties and a relatively high ridge height of approximately 4m and an eaves height of approximately 3m. This building abuts the rear boundaries of nos. 122 -126 Hallowell Road.

The proposed dwelling would be located to the north west of the existing building to be demolished. As single storey element with an eaves height of 3m set 1m away from the rear boundaries of 120-122 Hallowell Road, and would rise to two storeys with an eaves height of 6m approximately 5m from the rear boundary of these properties.

The proposed dwelling would be positioned to the south-west and approximately 24m (28m to the two storey element) from the rear elevation of the existing properties. As a result of its separation from the boundary and the resultant off set of the main two storey ridge, there is unlikely to be any serious loss of daylight, sunlight or overshadowing. This assessment is made regardless of the shading caused by the existing Cypress trees in the garden of No. 120, which currently filters light (if any) through, but is not protected and thus may be felled, lopped or pruned back at the owners' choice. In the circumstances, it is considered that the new dwelling would have limited impact on the quality of the natural light and amount of sunlight received to the neighbouring properties. For the above reasons, 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 Local Plan 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 dwelling that would create overlooking to any of the existing dwellings in Hallowell Road. Only one side facing window is proposed at first floor, to the staircase in the south-west flank elevation of the dwelling facing the railway. There are also two rooflights proposed in that elevation.

For these reasons therefore, the relationship of the new dwelling to the existing is considered to be acceptable.

#### **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 one three bedroom dwelling, with a gross internal floor area of 140 square metres (approx.), including the habitable roof space. Two of the bedrooms are capable of being occupied in the future as a double or twin, and therefore a total of up to five persons could be accommodated. Thus, 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 this provision is made, with approximately 118 square metres of private amenity space available for the occupants.

As such, the private garden space available is sufficient and there would thus be an adequate provision of usable amenity space on the site. The use of this garden would be affected if not prevented for a time in the mornings by the overhang of a Sycamore tree within the garden of No. 124 Hallowell Road, to the south-east. The resultant shading from this tree may lead to pressure from future occupiers to heavily prune or remove the tree.

Nonetheless, the proposal provides double the required standard and thus accords with 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 new dwellings.

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 dwelling.

The proposal indicates the provision of an area for off-street parking of three vehicles associated with the dwelling, which would be serviced by an existing single vehicle width crossover from the Hallowell Road. The proposed parking is considered to be sufficient for the proposed dwelling and the retained building.

The use of the access for a single dwelling compares favourably to the more regular timed exiting and arrivals associated with the previous commercial operation at the site, is considered to be acceptable. Furthermore, with a single dwelling, 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 be significantly increased.

The applicant has attempted to address the general concerns relating to the adequacy of the vehicular and pedestrian access in to the site, however it is 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. Nonetheless, the movements associated with only one dwelling are more predictable.

The maximum distance for refuse to be carried to the highway is 25 metres. A refuse storage location is indicated at approximately 37 metres from the highway (the full length of the access to the site is in excess of 44 metres). This distance would normally be unacceptable for collection by refuse operatives but suitable arrangements, whereby the occupier can reasonably be expected to carry the refuse sacks on collection day(s) and leave these much nearer to the highway, are considered to be acceptable for one dwelling.

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 is an issue for Building Regulations the alternative, as provided for in the building regulations, is to install a sprinkler system to achieve compliance.



Overall, the provision of one dwelling is not 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 dwelling has been considered both in terms of its effect on the amenity and character of the surrounding residential area and the potential impacts on the neighbouring occupiers. Accordingly, these are considered to be acceptable in the context of the local built environment with an acceptable relationship to the adjoining neighbours. Similarly, access to the new dwellings for service and emergency vehicles, whilst not ideal, has also been considered acceptable 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 2.4 metres wide have been shown, although the additional space possible to the side of these could be utilised to make one bay 3.6 wide. Nonetheless, all of these spaces are as near as possible to the new dwelling across a very gently sloping forecourt.

The floor plans show where a wheelchair lift may be inserted if required and a suitable



downstairs WC. The first floor bathrooms are indicated with drainage gulleys (for use as a wet room). Additional door threshold information has also been provided and the front entrance to the dwelling with level approaches. In all other regards, the plans have been revised to permit wheelchair access.

The Council's Access Officer has confirmed that subject to these features and layout being incorporated, the Lifetime Homes standards have been met by the proposal and this would be ensured by means of a suitable condition on any permission granted.

#### **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 topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

There are no trees or other landscape features of merit within the application site, nor visible from Hallowell Road and no Tree Preservation Area Orders or Conservation Area designations. The site is situated to the south west of the rear gardens of properties in Hallowell Road and backs onto the Metropolitan Railway line. It is accessed by a single track road between numbers 116 and 118 Hallowell Road. The site was previously a commercial/industrial premises comprising a central yard and parking area with single-storey buildings at each end. The trees in the adjoining gardens, including two Cypresses, a Pear tree and a Sycamore tree, are all unprotected.

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 they will continue to benefit from the amenity value and screening towards the railway line that they provide. Any damage to their health or loss within the lifetime of the development would have an unacceptable impact on the visual landscape and residential amenities generally. 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.

Nonetheless, the Council's Trees & Landscape Officer has raised no objection and is satisfied that these potential impacts on the trees can be mitigated, subject to the applicant providing a method statement for the construction works, to include measures designed to safeguard the offsite trees which may be affected by the demolition and construction work, which can be required by means of a condition on any approval.

The proposal would thus comply with 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 dwelling 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 37 metres should not however give rise to concerns about the future arrangements for collection and this matter is discussed elsewhere in the report.

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

Subject to a condition securing that the development would be built to level 4 of the Code for Sustainable Homes and appropriate level of sustainable design would be achieved.

#### **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 house 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.

The matters have been addressed in detail within the relevant sections of this report.

#### **7.20 Planning Obligations**

The Council Community Infrastructure Levy Charging Schedule was adopted on 1st August 2014, under which additional habitable floor space created in new developments will be chargeable at £95 per square metre. However, the applicant has submitted a declaration that it is his intention to self build thereby claiming exemption from the charge.

On the 1st April 2012 the Mayoral Community Structure Levy came into force. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

#### **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 previously 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**

General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

## **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 proposed dwelling is considered acceptable in an Area of Special Local Character and the position on the site, given the separation distance from the existing dwellings in Hallowell Road would not have any 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 considered to be acceptable for one dwelling given the constraint of the existing access and would be unlikely to create highways related problems at the site entrance.

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

In conclusion, the proposals would 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 granted for the reasons stated in the report.

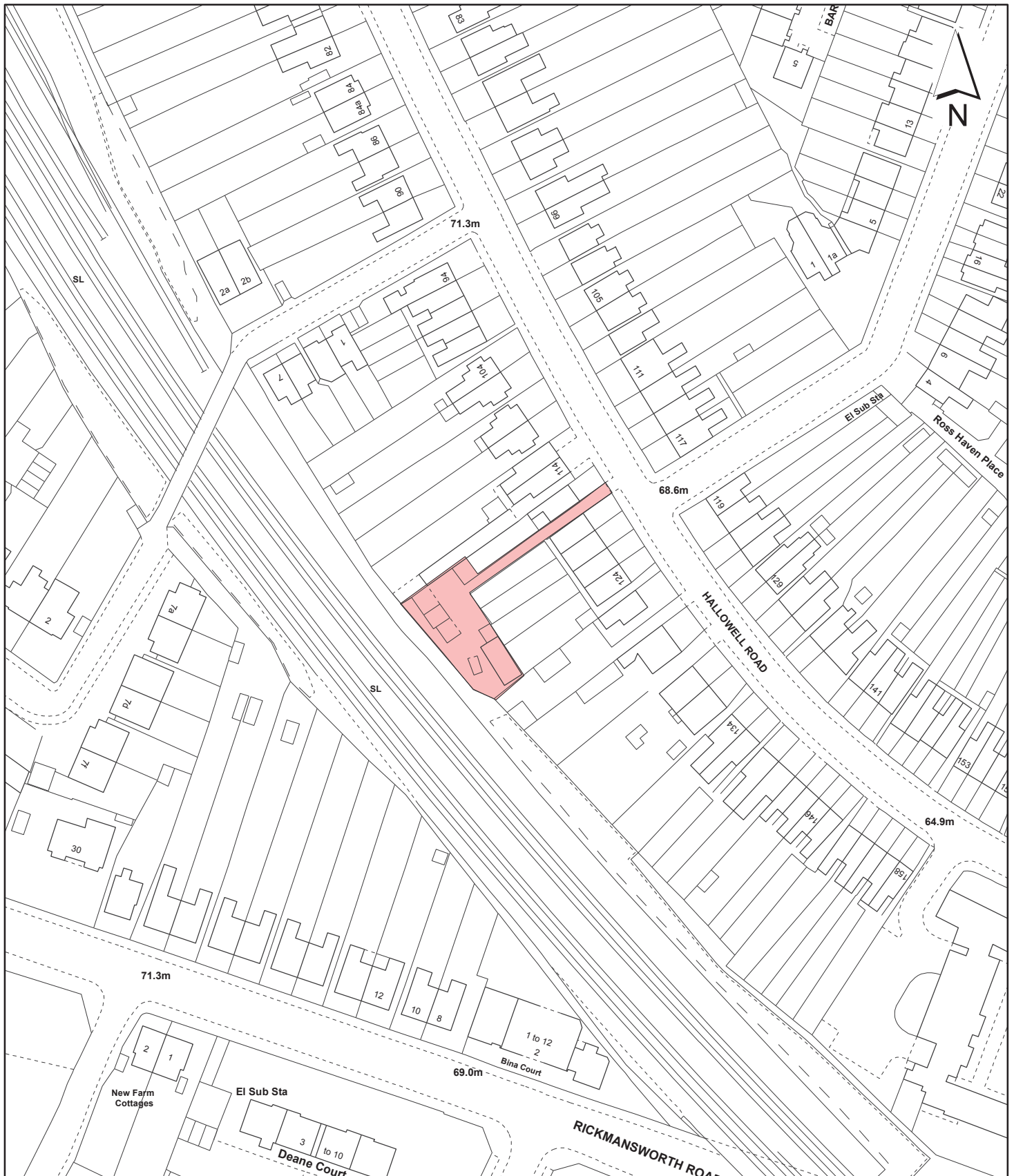
## **11. Reference Documents**

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.


**Contact Officer:** Daniel Murkin

**Telephone No:** 01895 250230





**Notes**

 Site boundary

For identification purposes only.

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.

© Crown copyright and database rights 2014 Ordnance Survey 100019283

Site Address	
<b>116A Hallowell Road Northwood</b>	
Planning Application Ref:	Scale
<b>45407/APP/2014/982</b>	<b>1:1,250</b>
Planning Committee	Date
<b>North</b>	<b>September 2014</b>

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON