



# HILLINGDON

LONDON

<b>Meeting:</b>	North Planning Committee	
<b>Date:</b>	21/1/15	<b>Time:</b> 7:30pm
<b>Place:</b>	Council Chamber, Civic Centre, Uxbridge	

## ADDENDUM SHEET

<b>Item: All Items</b>	<b>Location: None</b>
<b>Amendments/Additional Information:</b>	<b>Officer Comments:</b>
Replace any reference to 'Head of Planning, Green Spaces and Culture' with 'Head of Planning and Enforcement'	To reflect the Council's updated structure and job titles.

<b>Item: 5 Page: 2 and 3</b>	<b>Location: R/O 57-59A EXMOUTH ROAD fronting SHALDON DRIVE</b>
	<b>Officer Comments:</b>
Delete requirements 2a and 2b of Condition 16 .	For correction
Amend condition 9 to state The dwellinghouse hereby approved shall be built in accordance with 'Lifetime Homes' Standards. The dwellinghouse hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.  REASON To ensure that the dwelling will meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2	For accuracy
Add following levels condition: 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 know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.	For certainty

<p><b>REASON</b> To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)</p>	
<p>Insert following soil import condition: Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.</p> <p><b>REASON</b> To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).</p>	<p>To prevent contamination of the soil.</p>
<p>Additional comments have been received from an objector and are included (subject to redactions) at Appendix A.</p>	<p>The application has to be considered in respect of the previous appeal decision which is a significant material planning consideration. The appeal decision provides a very clear decision with respect of character and appearance, neighbour amenity and parking.</p> <p>The comments are not considered to raise any new issues, which have not already been considered within the officers report or the previous appeal decision. Further, the Local Planning Authority must give substantial weight to the appeal decision and in this case there are no changes in policy or circumstance which would warrant reaching a different conclusion to the Inspector on these issues.</p>

<p><b>Item: 7 Page: 39-62</b></p>	<p><b>Location: 6 Linksway, Northwood</b></p>
<p><b>Amendments/Additional Information:</b> Delete condition 12 (page 43)</p>	<p><b>Officer Comments:</b> Not considered necessary for the application</p>
<p>Page 52 Correct dimensions in 2nd paragraph under 'Flood Water Management Officer'.</p>	<p>For clarity</p>

<p>The submitted report states that borehole logs were taken to a depth of 3.5m and none showed water. The report also concludes that standpipes were installed and no water was encountered up to a depth of 4.0m.</p> <p>Further the basement excavation will not exceed 3.5m and not the 3m referred to in the report.</p> <p>Overall, the proposed basement will not therefore have a detrimental effect on groundwater in the area.</p>	
<p>Amend the height of the railings on Page 48.</p> <p>These are proposed to be 1.0m high along the front elevation.</p>	<p>For correction.</p>

<p><b>Item: 9 Page: 73</b></p>	<p><b>Location: 1 Eastbury Road, Northwood</b></p>
<p><b><i>Amendments/Additional Information:</i></b></p>	<p><b><i>Officer Comments:</i></b></p>
<p>Amend condition 5 (Operating Hours) by deleting:- '(0800 and 2359), Mondays - Thursday (0800 to 0100) the following day) Fridays and Saturdays (1000 to 2300 Sundays, Public or Bank Holidays' and replacing with:- '07:00 to 11:00 hours on any day'</p>	<p>For correction</p>
<p>Add following Delivery Hours condition:-</p> <p>There shall be no loading or unloading of vehicles, including the collection of waste from the premises, outside the hours of 0700 and 1800 hours, Monday to Friday, and between the hours of 0700 and 1300 hours on Saturdays and at no time on Sundays, Public or Bank Holidays.</p> <p><b>REASON</b> To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>For amendment</p>
<p>Add Hygiene informative:-</p> <p>The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).</p>	<p>For amendment</p>



## Appendix A

'Following my conversations with you yesterday I have attempted to list/explain below those areas which I believe are inaccurate or have been mis-understood.

Despite my efforts to keep it brief I am afraid I have had to rely on some lengthy explanations to get my points across, especially as there is already considerable mis-understanding which is leading to serious mis-representation of our considerable concerns. Please feel free to contact me on [REDACTED] for any further clarification as required. I would appreciate it if somebody can supply feedback before next Wednesdays Committee meeting so that I can best utilise my 5 allocated minutes to speak. Thankyou for time.

The inappropriate development of this garden land will close in a visually open gap which serves to give a sense of space to the local residents of Shaldon Drive and Exmouth Road. In particular the the residents of 59 and 59a already have two of the smallest gardens by nearly 40-50% of the surrounding area. This development, despite the hipped roof will only serve to make that worse.

It is without precedent in this area and will set a dangerous precedent for squeezing properties onto inappropriate pieces of land which considering the big developments such as RAF Uxbridge and the old MOD site in Eastcote to name but two, and will bring absolutely no measurable benefit to the local economy. This is completely at odds with the stated Intentions of Hillingdon Borough of creating, sustainable and community improving housing.

SPD 4.9 states that:

Where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible overdomination. The distance provided will be dependant on the bulk and size of the building but generally, 15m will be the minimum acceptable distance.

Whilst we accept that the hip roof lessens the impact on 59 Exmouth Road when you relate this to 59a the the SPD is very clear.

This has not addressed the issue for 59a.

SDP 4.11 states that:

The Council's 45 degree principle will be applied and is designed to ensure that adequate daylight and sunlight is enjoyed in new and existing dwellings. It will be applied in infill developments where semi-detached or detached houses are involved, see figure 4.2. The principle involves drawing a line from the mid-point of an existing or new window which is potentially affected by the new dwelling(s), at an angle of 45 degree towards the new building. If the proposed building breaches that line, it is unlikely to be acceptable.

This has not been achieved.

Parking.

It should be noted that in 1998 a motion was passed by the council to allow pavement parking in Shaldon Drive, this was in acknowledgement of the fact that parking was already an issue back then.

I find it somewhat incredulous given that fact, that a development that will make things worse is even under consideration.

When considering the appeals officers comments to reasons for refusal it should be noted that the report says "There was no evidence presented of a lack of on street parking capacity at evenings and weekends".

This is despite the fact, that at his site visit, I specifically asked if he had received the documents, including photos that I had sent and he confirmed he was in receipt of those.

There is considerable variation throughout the report, with regard to who uses which piece of parking and who has access to what, this has led to different assumptions of how many spaces will be lost and or gained.

To clarify:

No 57, the applicant, currently has a crossover in front of his house and a double garage to the rear. So 3 spaces.

He does not have as stated in the report on street parking outside his property due to the crossover. The report also states the garage has been unused for 19 years. We have lived here since 1997 and it has been used from time to time since then.

No 59, myself, has 1 off street space, fronting onto Shaldon Drive, with a possible on street outside my property. Note: As per the photographs submitted, we frequently find our access / ingress inhibited due to close proximity or overlapping of parked cars on this crossover. This occasionally affects no 61 Exmouth Road as well who have a crossover on Shaldon Drive. This has made us reluctant to use our drive unless absolutely necessary, as this tends to happen in the evening and at weekends when there is no-one from the council to help.

No59a has no off street, and a possible on street space outside their property.

To further clarify, the piece of pavement outside the proposed site, regularly accommodates 2 and sometimes 3 cars, parked between the access road and my drives crossover, frequently partially obscuring my drive.

The pictures provided to Daniel will support this and the fact that both sides of Shaldon Drive are used to capacity on a frequent basis.

The planning guidance states that any off street parking should enable a car to use forward and reverse gears to turn around before exiting the drive via the crossover. The applicant claims that the planned off street space will take two small or medium size cars, clearly both of these situations cannot be accommodated, and far from increasing highway safety will do the opposite.

The highways officer has stated that the effect of this development will be a net loss of one space, this is based presumably on the applicants statement that nothing currently parks on the piece of pavement outside the proposed site. This is not true.

The net result of all this is a loss of 2 or 3 on street spaces, plus the 2 afforded by the double garage which could easily be used by the current or future occupiers, so conservatively 4 spaces.

In addition, the new two bed property could easily attract three cars, (two parents and a driving age child) and potentially 4 if work vehicles are considered. This is surprisingly common within this area.

Even if two cars could be accommodated off road by this development, there is no guarantee this would happen so there is potentially another 2 or 3 cars on the road where

we have lost 2 or 3 on street spaces. This potentially means the loss of 5, 6 or even 7 of the currently available on street spaces.

All this in addition to a current climate where children are staying with their parents longer due to house prices and purchasing more cars. There are 3 or 4 young people on the verge of that within my immediate neighbours.

The increased pressure this would put on the residents of this area is totally at odds with Hillingdon's stated principles of community friendly housing that seeks to improve the local area and enjoyment of that amenity.'