

Report of the Head of Planning, Sport and Green Spaces

Address 12 MARLBOROUGH PARADE UXBRIDGE ROAD HILLINGDON

Development: First and second floor side extensions and conversion of existing first and second floors to provide 2 x 2 bed and 3 studio flats and creation of roof terrace to first floor involving internal alterations to ground floor

LBH Ref Nos: 6674/APP/2015/3389

Drawing Nos: 887/RDP/PA01 Rev. C
887/RDP/PA04 Rev. C
Design and Access Statement
887/RDP/FIG01
887/RDP/PA02
887/RDP/PA03
887/RDP/PA07
887/RDP/PA08
887/RDP/PA05
887/RDP/PA06 Rev. B

Date Plans Received: 07/09/2015 **Date(s) of Amendment(s):** 24/09/2015
Date Application Valid: 25/09/2015 07/09/2015

1. SUMMARY

The application site relates to a building occupying a corner position. The main building is three storey, with a parapet wall and chamfered corner element. There is a single storey flat roof side extension and car park to the rear. To the front of the unit is a busy distributor road (Uxbridge Road), but the unit is set back from the main highway by a service road which provides limited on-street parking for the parade. The street scene is commercial in character and appearance. The application seeks full planning permission for first and second floor side extensions to provide 2 x 2 bed and 3 x studio flats and creation of roof terrace to first floor involving internal alterations to ground floor.

The proposal is not considered have a negative impact upon the visual amenity of the site or the surrounding area, would not result in a loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. It is considered that the provision of 4 off street parking spaces is acceptable in this location subject to the submission of a revised plan to secure improvements and an extension of the existing crossover. As such the application is recommended for approval.

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 887/RDP/PA01 Rev. C, 887/RDP/PA03, 887/RDP/PA04 Rev. C, 887/RDP/PA06 Rev. B and 887/RDP/PA05 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 (2015).

3 NONSC Non Standard Condition

Notwithstanding the submitted drawing reference 887/RDP/P01 Rev. C, no development shall take place until a revised plan detailing the extension to the existing crossover has been submitted to and approved in writing by the Local Planning Authority and the development shall not be occupied until this approved layout is implemented.

Reason: to ensure that adequate facilities are provided in accordance with Policies AM14, AM7 and parking standards as set out in the adopted Hillingdon Local Plan - Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

The development hereby approved shall not commence until full details of the car parking layout, including the allocation of the car parking spaces, have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until the approved layout is implemented. The car parking spaces shall remain for residential use only, and in accordance with the approved scheme, thereafter.

REASON

To ensure that adequate facilities are provided in accordance with Policies AM14, AM7 and parking standards as set out in the adopted Hillingdon Local Plan - Saved UDP Policies (November 2012).

5 NONSC Non Standard Condition

No building or use hereby permitted shall be occupied until details of cycle parking for the occupiers of the development have been submitted to and approved in writing by the Local Planning Authority. The area to include a minimum of 5 cycle parking spaces, accessed through an automatic access door at least 1000mm in width. Thereafter, the development shall not be occupied or brought into use until the approved cycling parking spaces and facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for storing cycles.

REASON

To ensure the provision and retention of facilities for cyclists in accordance with Policy AM9 of the Hillingdon Local plan - Saved UDP Policies (November 2012).

6 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from road 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 (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.15.

8 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 Hard Landscaping
 - 1.a Refuse Storage
 - 1.b Means of enclosure/boundary treatments
 - 1.c Hard Surfacing Materials
 - 1.d External Lighting

Thereafter the development shall be carried out and retained 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (2015).

INFORMATIVES

1 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).

2 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 (2015) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF	National Planning Policy Framework

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 (2015). 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.

4 147 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).

5 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.

6 15 **Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

7 16 **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8 115 **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 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north side of the Uxbridge Road and comprises the end unit in Marlborough Parade with Pole Hill Road on the eastern flank boundary. The application site relates to a building occupying a corner position. The main building is three storey, with a parapet wall and chamfered corner element with its attractive traditional corner door remaining. There is a single storey flat roof side extension and car park to the rear. To the front of the unit is a busy distributor road (Uxbridge Road), but the unit is set back from the main highway by a service road which provides limited street parking for the parade. The street scene is commercial in character and appearance. The application site lies within the Hillingdon Heath Local Centre as identified in the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application seeks full planning permission for first and second floor side extensions and conversion of existing first and second floors to provide 2 x 2 bed and 3 x studio flats and creation of roof terrace to first floor involving internal alterations to ground floor. The gross internal floor area (GIA) for each unit is as follows:

- 1 1P Studio (37m²)
- 2 1P Studio (39m²)
- 3 3P 2Bed (61m²)
- 4 3P 2Bed (61m²)
- 5 1P Studio (39m²)

3.3 Relevant Planning History

6674/PRC/2014/103 12 Marlborough Parade Uxbridge Road Hillingdon
Change of use from A2 to D1 (Islamic Community Centre)

Decision:

6674/PRC/2015/85 12 Marlborough Parade Uxbridge Road Hillingdon
Extension of first, second and roof floors and conversion into 5 flats

Decision: 11-08-2015 OBJ

Comment on Relevant Planning History

The application follows an application for pre-application advice under application reference 6674/PRC/2015/85. The pre-application advice concluded that the principle of development was acceptable. However, in its previous form the scale and design of the proposal was considered unacceptable. The proposed extensions appeared bulky and incongruous additions to the wider street scene, which would be detrimental to the character and appearance of the original building and the amenities of the wider area. The pre-application advice also required one parking space per residential flat and for a future planning application to demonstrate that the amenities of the occupiers of the first floor flats would not be unduly compromised.

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

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- H3 Loss and replacement of residential accommodation
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LPP 3.3 (2015) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2015) Quality and design of housing developments
- LPP 3.8 (2015) Housing Choice
- LPP 7.2 (2015) An inclusive environment
- LPP 7.4 (2015) Local character
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- NPPF National Planning Policy Framework

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

7 Neighbouring properties were consulted by letter dated 29.9.15 and a site notice was displayed to the side of the site which expired on 29.10.15. No responses have been received.

The application has been called to committee by the Ward Councillor.

Internal Consultees

Highways Officer:

No objection subject to conditions to secure car parking allocation, secure cycle storage and amended crossover details.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework states there is a presumption in favour of sustainable development which is described for decision taking as "approving development proposals which accord with the development plan."

Policy H4 of the Hillingdon local plan states that wherever practicable a mix of housing units of different sizes should be provided including in particular, units of one or two bedrooms.

The site is located in a sustainable location with commercial on the ground floor with residential above. The provision of additional units is considered, in principle, acceptable subject to the application demonstrating compliance with all of the above criteria and relevant Development Plan policies.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2015) seeks to ensure that new development 'takes into account local context and character, the design principles in Chapter 7 and public transport capacity development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals which compromise this policy should be resisted.'

The site has a Public Transport Accessibility Level (PTAL) of 2. The London Plan range for sites with a PTAL of 2-3 in a suburban area is 150-250 habitable rooms per hectare and 35-65 units per hectare. Based on a total site area of 0.03ha the proposal would result in a residential density of approximately 166 units per hectare and 433 habitable rooms per hectare.

The proposed development would exceed the residential densities stated above. However, density is only an indicator of whether development is appropriate or not and other considerations such as impact to the character of the area, internal floor areas and external amenity space are more relevant considerations in this case.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) advises that new development, in addition to achieving a high quality of design, should enhance the local distinctiveness of the area, contribute to community cohesion and sense of place 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. Specifically, the policy advises that development should not result in the inappropriate development of gardens and green spaces that erode the

character and biodiversity of suburban areas and increase flood risk.

The proposal follows pre-application advice and seeks to address the concerns raised at this stage by reducing the overall bulk and roof form of the extension. The application site is situated on the corner of Uxbridge Road and Pole Hill Road with the main access to the flats from Pole Hill Road. The existing small crown roof is set behind a parapet wall and matches that at the other end of the row of terraces. The proposed roof would be flat roofed and would appear subordinate and sympathetic to the host building on this prominent corner site. As a result it is considered that it would not have a negative impact upon the visual amenity of the site or the surrounding area in compliance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The Council's policies BE20 and BE21 seek to protect the residential amenity of adjacent neighbouring properties through spaces between them to allow for adequate sunlight and daylight. Furthermore Policy BE24 seeks to ensure that occupants of neighbouring properties do not suffer any loss of privacy.

New development needs to protect the amenities of surrounding residential occupiers and in the case of residential development, needs to provide accommodation of a suitable standard. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing over-dominant and a minimum 21m distance between windows and private amenity space.

The originally submitted layout resulted in a bedroom window to Flat 3 being less than 15m from the kitchen window serving flat 1. Amended plans have since been submitted which re-organise the internal layout of the accommodation within flat 3 to ensure that the rear facing window does not serve a habitable room which would ensure that the future occupants of both flats 1 and 3 do not suffer an unacceptable outlook or loss of privacy.

The proposed side extension, in view of its location at some distance from the nearest residential properties, would not result in a loss of light, outlook or privacy. Therefore, it is considered that the proposed development would not constitute an un-neighbourly form of development in compliance with Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London intends to adopt the new national technical standards through a minor alteration to The London Plan. This alteration is in the form of the Housing Standards Policy Transition Statement and it sets out how the existing policies relating to Housing Standards in The London Plan should be applied from October 2015. Appendix 1 of the Transition Statement sets out how the standards stemming from the policy specified in the 2012 Housing SPG should be interpreted in relation to the national standards.

The statement requires a 2 bedroom (3 person) flat to have a minimum internal floor area of 61m², a one person studio flat (with a shower) to have a minimum internal floor area of 37m². The submitted plans confirm each of the three smaller flats would be intended for

occupation as a one person dwelling. The proposed layout would accord with the London Plan requirements and as such it is considered that the future residents of the flats would enjoy a satisfactory level of residential amenity in accordance with Policy 3.5 of the London Plan (2015).

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 three off-street parking spaces for each dwelling.

This site is fronted on one side by Uxbridge Road, which is part of the Borough's main distributor A road including the Strategic Road network and carries a greater importance in terms of traffic movements, with Marlborough Parade positioned parallel to this road. In addition, part of this site is fronted by Pole Hill Road which links through a narrow private path with Marlborough Road.

The highways officer has advised that the site is not within a controlled parking zone. Nevertheless, there are parking restrictions along some sections of Marlborough Parade and Pole Hill Road, restricting parking Monday to Saturday from 8AM to 6:30PM. Along the Pole Hill Road there are several crossovers along the street, facilitating off-street car parking. This is indicative that car ownership and reliance on a private car, as a mode of transport is high in this area.

The PTAL output for 2011 (Base year) for this site is 2, which is described as poor. When calculating the PTAL score, four bus routes were taken in consideration, that is route 427, 607, U7 and U2. The existing site includes a total of 3 residential units, (2 x 1 bed and 1 studio) and a commercial unit, under financial and professional services use of approximately 190 sqm.

The proposal is to provide 5 flats in total, consisting of 2 x 2 bed and 3 x studio flats and minor alteration on the ground floor involving the loss of 17sqm of commercial space.

The London Borough of Hillingdon (LBH) parking standards for the proposed residential flats are: each flat to provide 1.5 car parking spaces. To comply with these standards a proposal with 5 residential units should provide 7 car parking spaces. The existing residential units, if to comply with the Council's Local Plan Part 2 policies, should accommodate a total of 4 car parking spaces. In terms of the ground floor use, the car parking standards are a minimum of 1 space per 50 sqm. The existing with 190sqm requires a minimum of 4 car parking spaces.

With regards to the car parking provision, The Highways officer has advised that in essence the increase is only two residential units, which is considered as a material change. It is accepted that existing land uses cannot increase the car parking stress in the area.

The PTAL score in this location is considered poor and occupiers will probably rely on a car as a mode of transport. The Highways Officer has advised that it is accepted that changes from existing to proposed, are minor in terms of impact that could potentially

cause harm. As a result this proposal is considered acceptable.

The site has an existing hardstanding area to one side, accessed from Pole Hill Road and used for car parking. The applicant has confirmed there are no allocated space/s for the ground floor use and the 3 flats share the car parking spaces available on a first come first served basis. The available space is reduced due to the existing staircase, allowing up to three cars to park in a random manner. The photos attached on the Design and Access statement show that overhanging onto the public Highway is occurring.

The applicant has confirmed that all 4 proposed parking spaces will be used by the residential units on a first come first served basis. The Highways Officer has advised that a drawing must be approved by the Local Planning authority and the spaces to be in use only in connection with the residential units of this development which can be required by way of a condition.

The proposed scheme includes a narrower staircase thus facilitating 4 car parking spaces within the same hardstanding area, 3 of which have slightly substandard length of 4.7m. The applicant has provided an amended plan which demonstrates that the stairs would not impinge on the parking spaces.

Regarding the crossover the applicant has submitted a revised plan showing the existing and proposed widened crossover. The Highways Officer considers that the revised plan is not acceptable, but that a widened crossover of 13m could be achieved serving the site and the adjoining access road. Although the width of the crossover is not in line with the Council's maximum standards, considering that there is an adjoining redundant crossover which will need to be reinstated, overall there would not be a significant increase in dropped kerbs along this section of Pole Hill Road and thus no objection is raised on this aspect of the proposals. The Highways officer has suggested that notwithstanding the submitted revised plan, a condition be imposed to secure the submission of a plan showing the existing and proposed crossovers and reinstatement of the adjoining redundant crossover. As such, subject to conditions, the proposal is considered acceptable in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

The proposal includes internal alterations on the ground floor, to facilitate cycle parking and bin stores. On the submitted proposed drawing, the enclosed area is shown, indicating that in total 5 cycle stands will be provided for this development. The LBH cycle parking standards require one to two cycle spaces per each residential unit, depending on the size of the units. To comply with standards for 5 residential units of this size a minimum of 5 cycle parking spaces should be provided. These details could be secured by condition.

7.11 Urban design, access and security

The HDAS requires communal amenity space to be provided for flats at a rate of 20m² per 1 bedroom unit and 25m² per two bedroom unit. Defensible space should be provided where the communal space abuts the ground floor flats. The plans show a shared amenity space in the form of a terrace garden on the first floor level measuring 40m² with landscaping and sitting areas. A cedar wood timber privacy fence is proposed at the party wall. It is considered, on balance, that the future occupants of the flats would enjoy a satisfactory level of external amenity space in accordance with Policy BE23 of the UDP saved policies November 2012.

7.12 Disabled access

Technical Housing Standards as prescribed in Approved Document M to the Building Regulations 2010 (2015 edition) as reinforced by the Housing Standards Transition

Statement require minimum width of hallways and other circulation spaces inside the home to comply with Part M4(2). The Council's Access Officer has not raised any concerns in respect of this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

No details have been submitted to demonstrate that adequate sound insulation could be provided however these details could be conditioned if all other aspects of the development were considered acceptable.

7.19 Comments on Public Consultations

No comments were received in respect of this application.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £35 per sq metre.

The proposal would attract a CIL Liability of: £10,128.27

Mayoral Cil = £2374.35

CIL = £7753.92

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

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

Not applicable to this application.

10. CONCLUSION

The proposal is not considered have a negative impact upon the visual amenity of the site or the surrounding area, would not result in a loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. It is considered that the provision of 4 off street parking spaces is acceptable in this location subject to the submission of a revised plan to secure improvements and an extension of the existing crossover. As such the application is recommended for approval.

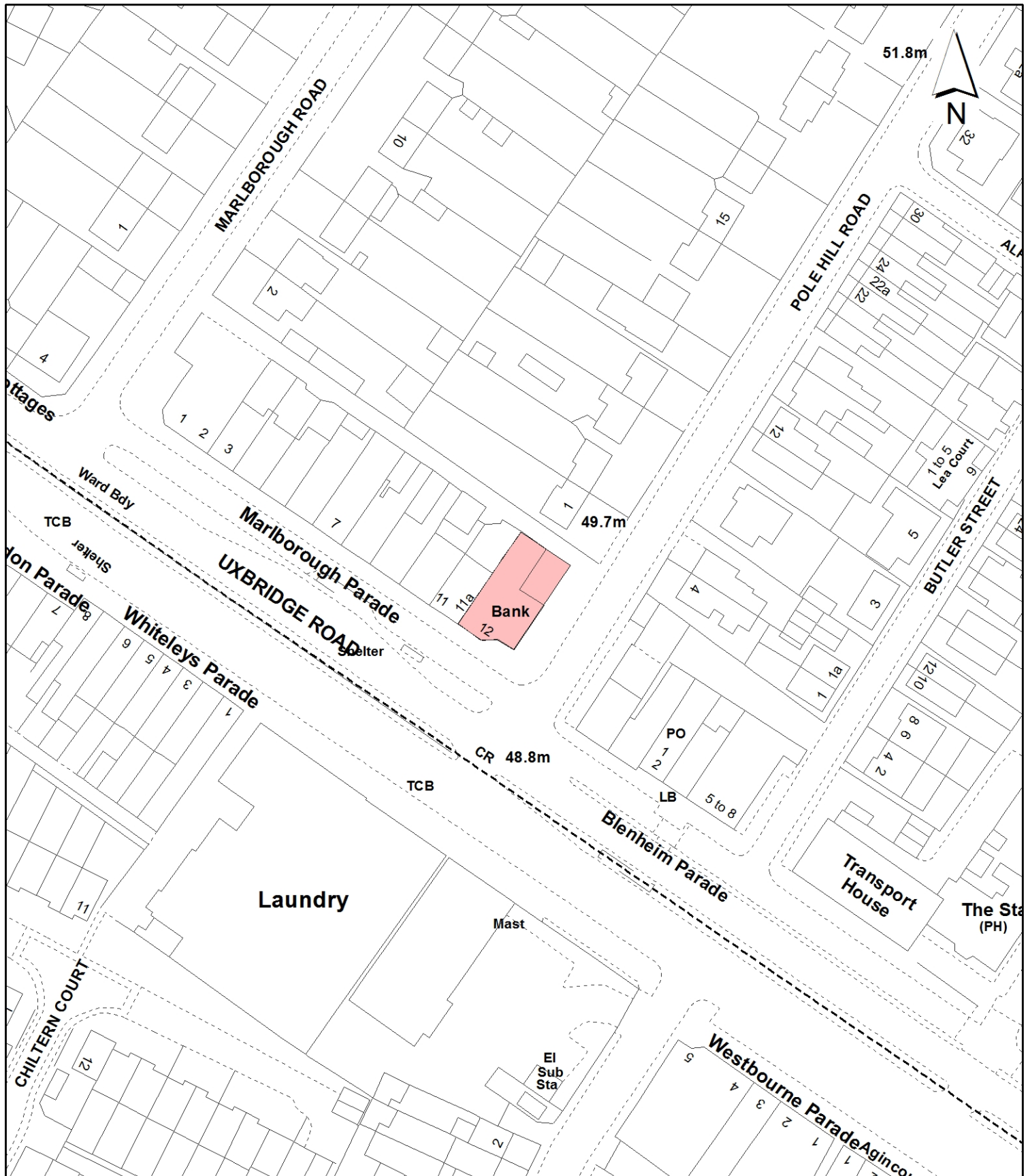
11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2015)
Mayor of London's adopted Supplementary Planning Guidance - Housing (November 2012).
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework
The London Plan Housing Policy Transition Statement (May 2015)

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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**12 Marlborough Parade
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**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
6674/APP/2015/3389

Scale:
1:1,000

Planning Committee:
C&S

Date:
January 2016



HILLINGDON
 LONDON