

The scheme is therefore recommended for refusal.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its design, layout, height, siting and scale represents an excessively dense and cramped form of development, which fails to maintain adequate undeveloped gaps to the site boundaries. As such, the proposal would result in an unduly intrusive, visually dominant and inappropriate form of development, out of keeping with the character and appearance of the surrounding area and the streetscene. The principle of intensifying the residential use of the site to the level proposed, as well as the proposed loss of existing private rear garden area, would have a detrimental impact on the character and appearance of the surrounding residential area, including the adjoining Hayes Village Conservation Area. The proposal is therefore contrary to the NPPF (March 2012), Policies 3.5, 7.1 and 7.4 of the London Plan, Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE19, BE22 and H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposal by reason of the siting of the proposed window(s) would give rise to actual and perceived overlooking of the adjoining property, No. 513 Uxbridge Road and its rear garden, that would result in the unacceptable loss of their privacy and residential amenity, contrary to Policies BE19 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS 'Residential Layouts'.

3 NON2 Non Standard reason for refusal

The proposed development, by reason of the proximity of block 2 to the rear boundary and the external and internal layout of the blocks, fails to provide an acceptable standard of residential amenity for their future occupier. The proposal also fails to make provision for the secure and screened storage of refuse and recycling waste, cycle parking and passive and active electric vehicle charging points contrary to Policy 3.5, 5.17, 6.9 and 6.13 of the London Plan (March 2015) and Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 NON2 Non Standard reason for refusal

The proposal fails to provide a sufficient quantity and quality of conveniently located and usable external amenity space for the occupiers of the flatted blocks, resulting in a development that would provide a poor standard of residential accommodation, contrary to Policy 3.5 of the London Plan (March 2015), Policies BE19 and BE23 of the Council's adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: 'Residential Layouts'.

5 NON2 Non Standard reason for refusal

The application fails to demonstrate that existing trees on and off site will not be affected by the proposed development and has not made provision for their protection and/or created adequate space for their replacement as part of a comprehensive landscape scheme for the site. The scheme is therefore harmful to the character and appearance of the area, contrary to Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved

UDP Policies (November 2012).

6 NON2 Non Standard reason for refusal

In the absence of an ecological assessment, the proposals fail to demonstrate that protected species would not be adversely affected by the proposed development and that appropriate replacement and/or enhancement of the ecological interest/features on site would be provided. The development is therefore contrary to the NPPF (March 2012), Policy 7.19 of the London Plan (March 2015) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 NON2 Non Standard reason for refusal

The scheme fails to make adequate provision for housing which is accessible and adaptable for wheelchair users, contrary to Policy 3.8 of the London Plan (March 2015) and the Council's SPD HDAS: Accessible Hillingdon.

8 NON2 Non Standard reason for refusal

In the absence of any noise assessment, the application fails to demonstrate that the proposed residential accommodation would provide suitable residential accommodation, given its likely exposure to noise generated by traffic on the adjoining Uxbridge Road and the need for any mitigation measures, contrary to Policy 7.15 of the London Plan (March 2015), Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's SPD: 'Noise'.

9 NON2 Non Standard reason for refusal

In the absence of an air quality assessment, the scheme fails to demonstrate that the impacts of the development upon local air quality and any threats to residential occupiers can be suitably mitigated. As such, the scheme is contrary to Policy 7.14 of the London Plan (March 2015) and the Council's Supplementary Planning Guidance: 'Air Quality'.

10 NON2 Non Standard reason for refusal

In the absence of details of the siting and appearance of the photovoltaic panels, the scheme fails to demonstrate that the overall quantum of panels required to satisfy the Mayor's energy reduction targets can be adequately sited on site, contrary to Policy 5.2 of the London Plan (March 2015).

11 NON2 Non Standard reason for refusal

The applicant has failed to provide, through an appropriate legal agreement, an adequate provision of on site affordable housing. The proposal is therefore contrary to Policy 3.3 of the London Plan (March 2015) and Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
LPP 8.2	(2015) Planning obligations
BE4	New development within or on the fringes of conservation areas
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3

The applicant is advised that the eastern side elevations of the proposed blocks facing Georges Court have not been included and therefore the assessment of the application in terms of the impact upon this development has been based on detail included on the proposed floor plans.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.1 hectare application site is located on the southern side of Uxbridge Road, opposite the western end of the Uxbridge Road, Hayes Minor Town Centre, close to its traffic lighted junction with Grange Road, some 45m to the east and Lansbury Drive almost opposite the site. No. 511 comprises a detached two storey house on a relatively deep plot which has been hard surfaced at the front with two vehicle crossovers and contains a number of trees in the rear garden. The house has part two storey, part single storey extensions at the rear.

To the east of the site, on the corner of Uxbridge Road and Grange Road is George Court, a modern part two, part three and part four storey flatted re-development scheme. Beyond this on the opposite side of Grange Road is the County Court and Becks Theatre, set within open parkland type grounds. Elmlea Drive, accessed from Grange Road, wraps around the site at the rear which provides access to a garage court that immediately adjoins the rear boundary of the application site. No. 513, a detached house abuts the site to the west.

The site lies immediately adjacent to the Hayes Village Conservation Area, the boundary of

which runs along the site's eastern boundary. The site forms part of an Air Quality Management Area and has a Public Transport Accessibility Level (PTAL) of 3 on a scale of 1 to 6 where 1 denotes the lowest level of accessibility and 6 the highest.

3.2 Proposed Scheme

The proposal is for the demolition of the existing house and erection of 2, three storey square shaped flatted blocks, one sited behind the other to provide 10 x two-bedroom flats, 5 in each block (although four of the flats are described as one-bedroomed units within the application, all of these units have a separate room described as an office which could easily be used as a second bedroom without any alteration to the units and therefore the application has been described and considered as such), with associated access and car parking arrangements and landscaping.

Block 1 at the front of the site would be 12.2m wide, set back some 1.3m from the side boundary with No. 513 Uxbridge Road but sited on the side boundary with the adjoining George Court. The block would be 11.7m deep, with a typical eaves height of approximately 7.6m and ridge height to the top of the crown roof of 9.6m. An undercroft would be provided adjacent to the side boundary with Georges Court to allow vehicular and pedestrian access to Block 2 at the rear. Two small gables would be provided on the front and rear roof slopes with the main entrance to the block sited on the side elevation adjoining No. 513, which would be covered by a storm porch.

Block 2 would be sited towards the rear of the site, some 11.7m wide and 13.7m deep, with set backs of approximately 1.0m to the side boundaries. The block would have a similar crown roof design and height to Block 1, with its entrance in the front elevation, which would also have a storm porch.

The existing vehicular crossovers would be utilised to provide separate access and egress from the site. Three parking spaces would be provided in front of Block 1 and 6 spaces in front of Block 2. External amenity areas are shown to the rear of each block. No provision is made for cycle storage or for the storage of refuse/ recycling waste.

In Block 1, there would be a single flat on the ground floor, with two duplex flats on each of the floors above. Block 2 would comprise two flats on each of the ground and first floors, with a larger two-bedroom flat occupying all of the space on the second floor.

The plans show that the ground level on the front part of the site would be reduced by up to a third of a metre to match that of the adjoining road.

The application is supported by the following documents:-

Design and Access Statement:-

This brief document describes the existing site and the proposal and notes that the site is surrounded by main bus routes, all parking will be on-site which is within a CPZ, all aspects of the scheme can be modified to accommodate disabled users.

Renewable Energy Statement:-

This provides an introduction to the proposals and describes the policy background. The energy assessment methodology is described and results are presented. In order to achieve

the required 35% reduction, the report advises that solar PV panels are the preferred option and that approximately 31sqm of PV panels would be required on Block 1 and 35sqm on Block 2.

3.3 Relevant Planning History

Comment on Relevant Planning History

No. 511 Uxbridge Road was originally included in initial plans for the re-development of the adjoining site that is now occupied by Georges Court. A scheme for the site's redevelopment (App. No. 9912/APP/2008/3559 refers) to provide 70 residential units with associated access, amenity space, landscaping and car parking was refused on 16/3/09 on grounds of overdevelopment of the site, poor quality of the residential accommodation provided, scheme would be visually dominant, lack of a S106 contribution, no affordable housing provision and the scheme failed to demonstrate that existing trees can be retained and new planting provided. An associated application for conservation area consent was also refused on 16/3/09 (App. No. 9912/APP/2008/3560 refers). Subsequent appeals were also dismissed on 23/10/09.

Planning permission and conservation area consent for the development now known as Georges Court were granted for a reduced scale of development (45 units) and a reduced size of site that omitted No. 511 on 19/8/10 and 5/3/10 respectively.

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.E7	(2012) Raising Skills
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment

NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
LPP 8.2	(2015) Planning obligations
BE4	New development within or on the fringes of conservation areas
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.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th September 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

45 neighbouring properties have been consulted on this application and a notice has been displayed on site on the 3/9/15, with a closing date of 24/9/15. 7 responses from neighbouring occupiers have been received, together with a 33 signature petition, objecting to the proposals.

The petitioners state:-

'Our objections are as follows:

1. Over development of the existing residential site - to create an additional 3 storey block as well as rebuilding of the existing property to 3 stories to create 10 flats. One development has already being built on the local residents doorstep with another 2 just 500m away (Howarth Homes development). The recent big development next to the site of 511 Uxbridge Road had a lot of objections and was finally resolved with local residents. To ask residents to now put up with another development is not acceptable.

2. Overlooking neighbouring properties gardens, bedrooms and sitting rooms. Privacy will be invaded

as the new blocks would be 3 stories high and potential new residents of these flats would be able to look straight in neighbouring property bedrooms. 513 Uxbridge Road will be affected the most as from the plans the front block would be almost at boundary line and direct views into the rear bedrooms, sitting room and kitchen along with no privacy at all in the garden. Light / sun would be blocked to the property as again the front new build will be built close to boundary line and sitting 3 stories high will block all natural light to all of the windows on that side of the property. The entrance elevation to the front block there are 2 windows that would look directly into a bedroom of 513 Uxbridge Road.

No consideration has been given to the existing residents of 513 Uxbridge Road in regards to these plans what so ever - see pictures.

3. The site will more than likely increase the chance of accidents at an already notorious accident hotspot. The entrance to the site is at the junction of Uxbridge Road and Lansbury Drive where accidents and illegal U turns happen on a daily occurrence. The entrance to the proposed development would be right on this junction and would increase the chance of accidents and illegal U turns as residents would more than likely perform an illegal U turn rather than go all the way down to the junction of Uxbridge Road and Gledwood Drive to perform a legal U turn - see pictures.

4. The parking spaces shown on the plans of the development would not be adequate for the site so again the cars would end up either being parked on the pavement or on Uxbridge Road (yellow line). This would cause traffic disruption, as this road is a major artery for buses.

5. Pollution to current residents as proposed rear and front parking would send fumes into the neighbouring properties and would deter them from having windows open.

6. Noise pollution - neighbouring properties would have to be expected to put up with additional noise from new residents and cars.

7. Emergency vehicle access to the rear block would be very difficult as if best you could only fit 1 or 2 if the proposed car park was empty. This would have implications on new residents and also current local residents and put them all at unnecessary risk. One driveway entrance for 2-way traffic is not acceptable for a proposed development of this size.

8. Site road not wide enough for 2 way traffic and would have traffic implications on the Uxbridge Road as cars would have to wait to enter the site and therefore potentially causing traffic jams or even accidents.

9. On the planning application - Section 15 Trees & Hedges - the applicant has filled in saying that there are no trees on the development site when in fact there are quite a few existing trees - see pictures.

The applicant has filled in that there are no trees on land adjacent to the proposed development site when there are five 30ft tall mature trees on the boundary with 513 Uxbridge Road - see pictures.

10. The proposed new trees that would be planted at the rear of the site would have implications to the garages at the back of the site, which is known as the garages on Elmlea Drive. 2 trees have already been cut down due to complaints from the owners of these garages. The trees had caused damage to the walls and floors of some of the garages due to the growing of the roots. This was settled on production of an independent RICS surveyor. Copy is available for the committees perusa

On the boundary of 513 Uxbridge Road, the proposed site of the new trees would have implication to 513 Uxbridge Road a property foundations and light to the rear sitting room, bedrooms and kitchen.

As you are aware building insurance will not cover for certain problems if trees are within a 3 - 5 metre range. These proposed trees would be in that range and roots could cause instability to 513 Uxbridge Road.

11. More rubbish - on the plans there is no area designated for external rubbish bins. Do the residents keep the black bags and recycling in their properties? More than likely the rubbish bags will be left outside uncovered - open to nature. The smell of the rubbish and the potential for rats, which there are none currently, is not fair or acceptable on the local residents.

12. Notices from the council to the properties behind the proposed development site and further along the Uxbridge Road were not sent. The only property that received notice of planning from the Council was 513 Uxbridge Road. Only after complaining to the case officer and to Hillingdon Council Planning Department, were notices just sent to some of the residents of Elmleas Drive - the first notice was received on the 11th September 2015, seven days after the deadline for comments / objections for the proposed site to be sent to the council. The closing date for any comments was 4th September 2015.

13. Demolition and contractors vehicles would impact on this busy junction to cause traffic chaos and increase accidents on this accident hotspot from vehicles turning onto and exiting the proposed development site.

The residents that have signed this petition to Hillingdon Council request that the Planning Committee for this planning application along with the case officer, Mr Richard Phillips, to visit the proposed site and meet with the local residents to listen and take note of their objections in person. The committee should visit to see how over developed the local area is and is becoming with the recent 3 new developments that have been built within such a small area and how this development would impact on its neighbours.

We request the right to speak at the committee meeting against this proposed development site so that our concerns and worries are heard directly, and wish to be informed of the date and time of the committee meeting so that we may all attend.

We all strenuously object to this development site and hope that the committee will see fit to decline planning application.

Our signed petition is enclosed along with pictures.'

The individual objectors raise the following concerns, summarised under the following headings:-

Character of the area

- (i) This is blatant overdevelopment of the site with too many flats in a small area,
- (ii) This is just another set of ugly flats which will be detrimental to the local environment,

Residential amenity

- (iii) Proposal will block light to No. 513 which only receives light to the side and rear. The front block will be too close to the boundary and impact upon 5 windows on that side of the house on the ground floor and 3 on the first floor, including blocking light to a bedroom,
- (iv) Development would be far too close to properties in Elmlea Drive and 3 storey height would be intrusive and invasive to No. 513 Uxbridge Road,
- (v) Privacy to No. 513's rear and side elevations (which includes bedroom, rear kitchen and sitting

room) would be lost, and will not be able to open windows on this side and the rear gardens of Nos. 513 and 515 would be overlooked. The top flats would also overlook properties in Elmlea Drive and their gardens, far more so than the George Court flats, requiring lounge and bedroom curtains to be kept permanently closed,

(vi) Noise will increase, particularly from the rear parking area which will be below bedrooms at No. 513,

(vii) Proposal will increase pollution from extra cars, dirt and dust generation, and together with other surrounding developments, be disruptive. Residents will have to keep windows shut and be stuck indoors which will be detrimental to their health

Highway Issues

(viii) Increase in traffic will be dangerous and result in more accidents on an already busy road and the Grange Road junction which is a notorious accident hotspot with illegal U turns,

(ix) During construction, more traffic and accidents traffic will disrupt/block road users, as contractors are likely to park on Uxbridge Road as service vehicles do this already, even though it is yellow lined and there is no rear access,

(x) Parking provision is inadequate which will exacerbate existing parking problems on surrounding roads and the current serious congestion in Elmlea Drive,

(xi) Small access road is dangerous in its own right - if this were blocked, emergency vehicles would not be able to access the rear block,

Tree Issues

(xii) Application form is wrong in stating there are no trees on and adjacent to the site as there are mature trees on the application site and on No. 513 which will be affected by the development,

(xiii) Two large conifers and a pear tree should not be removed,

(xiv) New tree planting along the boundary with No. 513 will be too close and together with the 3 storey blocks, will block light to No. 513 and their roots would affect main building and rear garages,

General

(xv) Planning permission has already been declined once, when site linked with adjoining development,

(xvi) If there is a social housing element, there is already enough in the adjoining development(xvii) Area is overcrowded and there has already been too much residential development in this area, increasing pressures on local services, including schools, doctors and hospitals and roads,

(xviii) This application should not even be being considered and consulted upon. Residents are meeting to stop this going ahead and will take this further if it is approved,

(xix) Development is only for personal gain and there is no housing need,

(xx) Proposal will set a precedent for flattened re-development,

(xxi) De-value property values,

Internal Consultees

URBAN DESIGN/ CONSERVATION OFFICER:

This site, whilst not within The Hayes Village Conservation Area, lies just off the boundary of that part of the area that fronts the Uxbridge Road. It, therefore, has the potential to impact on the setting of the conservation area.

I am concerned that the proposed drawing (POL4A), which shows the new frontage building, appears to show it next to a 4 storey block on the adjacent site to the east. This building is actually 3 storeys in

height with the top floor set in from the boundary. The existing buildings to the rear of this development are also the same height. Any new structures should be no taller than this.

It is unclear as to why the levels across the frontage of the site are to be changed, as at present the frontage across all of the immediately adjacent building appears to be fairly level. Is this to reduce the height of the building against its neighbours? In addition, the sections and elevational drawings do not seem to show the same level changes.

Building 1 would also sit directly on the site boundary to the east, creating a cramped appearance across the frontage. The spaces between the older houses on the Uxbridge Road are an important visual element along this part of the road, they give it a fairly spacious character and a distinct rhythm to the street scene.

The design of frontage building is rather bland, with nothing to distinguish its front from its back. It also has what can only be described as a contrived and rather "chaotic" looking opening for vehicles. Overall, the quality of the design of this building is considered to be quite poor.

The rear block is of a similar design to the other, although it is of a slightly better more balanced appearance. It is taller than block 1 and almost fills this part of the site. This building should be secondary in terms of its scale and massing to the frontage block. It would, therefore, appear overly dominant and also cramped. Its back land position would be at odds with the layout of the adjacent older houses, which have generous open rear gardens and also with the adjoining modern housing development, which incorporates an internal landscaped courtyard.

The design, layout and scale of this development are considered to be unacceptable and out of character with the established townscape of the area.

HIGHWAY ENGINEER:

- a. The site has moderate public transport accessibility (PTAL=3).
- b. Car park should include 10% provision for disabled users.
- c. Car Park should include 20% active and 20% passive provision for electric vehicles.
- d. Cycle parking should be provided at 1 space per dwelling
- e. Pedestrian visibility splays should be provided at each vehicular access to the back of footway.
- f. Details of arrangements for refuse collection should be provided.
- g. It is recommended that one of the vehicular access be closed to reduce the number of potential conflict points between vehicular traffic, cyclists and pedestrians.
- h. Details of car park allocation should be provided and residents should not be eligible for parking permits within the PMA.

TREES/ LANDSCAPING OFFICER:

Landscape character / context:

Site description:

- The site is occupied by a substantial two-storey detached house on the south side of Uxbridge Road.
- The front garden has been sacrificed to provide hard-standing for 4No. off-street parking bays and pedestrian access.
- This side of the street is residential, with a new development of flats immediately to the east at the junction with Grange Road.
- To the north-east there is a parade of shops.
- The area is urban in character, dominated by Uxbridge Road. Several of the local larger houses

have already been redeveloped to provide flats.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.
- The site lies adjacent to Hayes Village Conservation Area to the east.

Landscape constraints / opportunities:

- The environmental quality along Uxbridge Road is generally poor and landscape enhancement is particularly desirable in this area.
- Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Proposal:

The proposal is to demolish the existing four bedroom house and replace it with 2No. new build three-storey units to accommodate 10 new flats with new modified access and new onsite parking and amenity space.

Landscape Considerations:

- According to the planning questionnaire (Q5) no trees or other landscape features of merit will be affected by the proposal.
- However, according to aerial photographs and the existing site plans there are trees towards the end of and along the side of the rear garden.
- No tree survey or assessment has been submitted.
- The brief Design & Access Statement fails to respond to the conventional guidance with regard to the content or format, - as recommended by DCLG and CABE. Thus it fails to address the existing landscape character or proposed landscape objectives.
- The Proposed Site Plan, ref.511UXBR/PL05A, indicates that all of the existing vegetation will be removed in order to accommodate the two buildings and associated vehicular access and parking spaces.
- The areas of planting reserved along the front boundary are likely to be too small to support vegetation.
- There is a modest area of communal (?) garden in the middle of the site.
- The strip of soft landscape around the rear block is too narrow to function as attractive, or useable amenity space.
- No provision is evident for bike or bin storage. Unless these have been accommodated within the building footprints, their siting will put further pressure on the external space / landscape.
- 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.

Recommendations:

In the absence of a tree survey, as recommended in the planning questionnaire, it is not possible to assess the impact of the tree loss.

The applicant has failed to demonstrate that trees will be unaffected by the development and has not made provision for their protection or created adequate space for their replacement as part of a comprehensive landscape scheme.

The development would be harmful to the character and appearance of the area and to the living conditions of future occupiers.

ACCESS OFFICER:

This proposal fails to comply with London Plan policy 3.8 in terms of housing which is accessible and adaptable for wheelchair users.

There is no evidence and plan to suggest that 10% has been designed to meet the needs of wheelchair users.

SUSTAINABILITY OFFICER:

I object to the proposed development.

Ecology

The proposals will result in the removal of trees and loss of garden space. The maximising of the development footprint will result in an overall reduction in ecological features. Garden spaces in Hillingdon, as across London, provide a valuable supporting environment for urban wildlife. The erosion of such habitats is having a detrimental impact on the biodiversity of the borough.

The application does not include an ecology assessment and importantly the development provides no protection to existing ecological features. No proposals have been put forward for the replacement or enhancement of biodiversity features. The development is therefore contrary to the national planning policy framework.

Further information is required to clearly show what ecological features are on site, and how these will be protected. The further information should also show how the development will contribute to a net gain in biodiversity.

Energy

I object to the proposed development as there is insufficient information showing how the energy strategy can be delivered.

The energy strategy relies on the use of roof mounted PVs to meet the London Plan reduction target of 35% of Co2. I have no concerns with the strategy itself, however, there is a lack of a connection between the strategy and the building designs. Specifically, the strategy requires over 60sqm of PV to be fitted on a south to south-west axis. The orientation of the building makes this difficult to achieve and there is no supporting roof plan showing how the panels can be accommodated. The submitted elevations show no inclusion of PV panels.

Further information is required to clearly show how the development incorporates the PVs in accordance with the energy strategy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

While there is in general, no objection in principle to the intensification of use on existing residential sites, schemes need to be considered against relevant policy and guidance.

No objections would be raised to the loss of the existing house which has little intrinsic architectural merit.

Uxbridge Road is a busy main route and the site lies opposite the western end of the Hayes, Uxbridge Road Minor Town Centre with its more intensive, commercial character so that it can not be considered a traditional residential street where restrictions on the number of

sites to be re-developed for more intensive residential use as set out in paragraph 3.3 of the Council's Supplementary Planning Document (SPD) HDAS: Residential Layouts could reasonably be applied.

Of more importance in this case is policy regarding garden areas. The NPPF (March 2012) at paragraph 53 advises that LPAs 'should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.'

The London Plan (March 2015) notes that back gardens can contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. Policy 3.5 of the London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base.

The Mayor's Housing Supplementary Planning Guidance, November 2012 also provides further guidance on the interpretation of existing policies within the London Plan as regards garden development. Paragraph 1.2.23 advises that when considering proposals which involve the loss of gardens, regard should be taken of the degree to which gardens contribute to a communities' sense of place and quality of life (Policy 3.5), especially in outer London where gardens are often a key component of an area's character (Policies 2.6 and 2.7). The contribution gardens make towards biodiversity also needs to be considered (Policies 7.18 and 7.19) as does their role in mitigating flood risk (Policies 5.12 and 5.13). Gardens can also address the effects of climate change (Policies 5.9 - 5.11).

The various issues are discussed in more detail within the relevant sections of the report.

The Council has also adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). Policy BE1 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.

Within the Council's emerging Local Plan: Part 2 - Development Management Policies (Revised Proposed Submission Version, October 2015), at paragraph 4.15 advises that the Council, in general will not accept proposals for development on garden land. Policy DMH6: Garden and Backland Development states:

'There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;

- development on backland sites must be more intimate in mass and scale and lower than frontage properties; and

- features such as trees, shrubs and wildlife habitat must be retained or re-provided.'

It is therefore considered that there is a strong policy presumption against inappropriate development within rear gardens at national, strategic and local level.

It is therefore considered that in this instance, the proposal would result in the loss of buildings and hardstanding of the majority of the existing extensive rear garden. This would be detrimental to the character and appearance of the area, adjacent to the Hayes Village Conservation Area. When balanced against the limited contribution the development would make toward achieving housing targets in the borough, it is considered that the principle of the scheme, involving development of the majority of the rear garden area almost is contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE19 and H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5, 7.1 and 7.4 of the London Plan (March 2015), guidance within the London Plan Housing Supplementary Planning Guidance (November 2012) and the NPPF (March 2012).

7.02 Density of the proposed development

Policy 3.4 of the London Plan seeks to ensure that new developments achieve the maximum intensity of use compatible with the local context and with public transport capacity. This site has a Public Transport Accessibility Level (PTAL) of 3 (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 in the London Plan advises that an appropriate residential density for this suburban site would range from 35-65 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha) for developments containing larger unit sizes such as those proposed within such a location. The Council's HDAS: 'Residential Layouts' also advises that larger rooms over 20sqm and capable of subdivision should be counted as 2 rooms.

The proposed scheme equates to a unit density of 100 u/ha and a habitable room density of 400 hr/ha, both figures significantly in excess of the Mayor's maximum density guidance for this type of site. However, whilst density guidance is a useful initial guide, it should be noted that density guidance is of only limited relevance when considering smaller scale schemes such as the current proposal. In these instances, it will be more important to ensure that the scheme harmonises with its local environment, is not detrimental to the amenities enjoyed by surrounding residents and the scheme also affords a suitable standard of amenity for its potential occupiers. These issues are considered below.

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

The application site is not located within a designated archaeological area, nor would the proposals affect the setting of any statutory listed building. The nearest locally listed building is the Hayes Cottage Hospital on Grange Road which would be sufficiently distant from the application site and screened by adjoining development so that it would not be materially affected by the proposals. The site also does not form part of an Area of Special Local Character but it does immediately adjoin the western boundary of the Hayes Village Conservation Area, the boundary of which runs along the eastern boundary of the application site.

The Council's Urban Design/Conservation Officer advises that the scheme, just off the boundary of Hayes Village Conservation Area that fronts the Uxbridge Road, has the

potential to impact upon the setting of the conservation area. The officer advises that the spaces between the older houses on this part of the Uxbridge Road are an important visual element, providing a fairly spacious character and a distinct rhythm to the street scene. In contrast, block 1 at the front of the site would immediately abut the site boundary to the east, creating a cramped appearance across the frontage on the edge of the conservation area, which would be at odds with this spacious character.

The officer also advises that the design of the frontage building is rather bland, with nothing to distinguish its front from its back. It also has a contrived and rather "chaotic" looking opening for vehicles so that overall, the quality of the design of this building is considered to be poor.

As regards the rear block, the Council's Conservation/ Urban Design Officer advises this is a similar design to the the block at the front, although it is of a slightly better more balanced appearance. However, it is taller than block 1 and almost fills this part of the site whereas principles of good design dictate that this building should be secondary in terms of its scale and massing to the frontage block. It would, therefore, appear overly dominant and cramped and its back land position would be at odds with the layout of the adjacent older houses, which have generous open rear gardens and also with the adjoining modern housing development, which incorporates an internal landscaped courtyard.

The Design Officer concludes that the design, layout and scale of the development are considered to be unacceptable and out of character with the established townscape of the area. The scheme is contrary to Policies BE4, BE13, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There are no safeguarding objections raised by this application.

7.05 Impact on the green belt

The application site does not form part of the Green Belt nor is it sited close to the Green Belt boundary. As such, no Green Belt issues are raised by this application.

7.07 Impact on the character & appearance of the area

This is dealt with in Section 7.03 above.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. 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 overdominant and a 21m distance between facing habitable room windows and private amenity space (considered to be a 3m deep 'patio' area adjoining the rear elevation of a property) should be maintained to safeguard privacy.

As regards sunlight, Block 1 at the front of the site would only overshadow the side elevations of the adjoining properties and their front gardens. As there are no side windows in the adjoining block on Georges Court and only non-habitable room or secondary windows in the side elevation of No. 513 Uxbridge Road, the overshadowing would not be of such significance to justify a reason for refusal.

Block 2 at the rear would also only overshadow No. 513's rearmost part of the rear garden

during the morning/early afternoon and part of the amenity area serving Georges Court in the afternoon, but these areas would already experience overshadowing from the existing conifer trees in the garden of the application site so that any additional impact would not be significant.

As regards dominance, the proposed blocks would not encroach upon a 45 degree line of sight taken from neighbouring habitable room windows. Due to the staggered siting at the front, Block 1 would project forward of No. 513 by some 5m, but this would be less than the existing staggered relationship between these, albeit two storey properties. However, there is a projecting converted garage at No. 513 on this boundary which would help to screen the proposed block from adjoining ground floor windows and the proposed staggered relationship is similar to the existing relationship previously approved at Georges Court with No. 511. Furthermore, Block 2 at the rear would have a similar siting to the rear block at Georges Court so that this block would not be unduly affected and in terms of the nearest part of the rear elevation at No. 513, the front elevation of Block 2 would maintain a separation distance of some 23m and its rear elevation would be more than 27m from the nearest property on Elmlea Drive (No. 12) and separated by the garage court at the rear.

In terms of privacy, Block 1 would have its main entrance with stairwell windows above on each of the floors facing No. 513, whereas Block 2 behind would have two secondary kitchen/ living room windows facing its rear garden. Although these windows could be made to be fixed shut and obscure glazed, it is considered that these windows would result in a perception that the garden was overlooked, particularly as these windows would add to the overlooking which would result from the front facing windows which would overlook the rear patio area with a 21m distance.

As regards George Court, although the side elevation of the proposed flatted blocks facing this development have not been submitted, the floor plans do show secondary windows on this side. However, being a flatted complex comprising 45 units, the proposal would not give rise to any greater overlooking and loss of privacy to the development.

Therefore, although the scheme is considered to be acceptable in terms of loss of sunlight and dominance impacts, in accordance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), it is considered that it will result in actual and perceived overlooking of No. 513 Uxbridge Road, resulting in an unacceptable loss of their residential amenity, contrary to Policy BE24 of the Hillingdon Local Plan.

7.09 Living conditions for future occupiers

INTERNAL LAYOUT

The proposed two-bedroomed, three person flats would all have internal floor areas of 61.5sqm, with the only exception being the second floor flat in Block 2 which would be for four persons and have an internal floor area of 126sqm. The units would be of a sufficient size to satisfy the new national technical standards which came into force on 1/10/15 of 61sqm for a 2 bedroom, 3 person flat and 70sqm for a two bedroom, four person flat which replace the London Plan standards.

However, in addition to their size, new residential units need to provide a reasonable outlook from their habitable room windows, achieve good natural lighting and privacy.

The layout of the development is not satisfactory as Block 2 is sited too close to the rear

boundary of the site, which would involve the rear facing bedrooms of the ground floor units (Flats 6 and 7) being sited within 2.6m of the rear boundary. In such proximity, the bedrooms would have very restricted outlook and poor natural light. The amenity of these rooms would be further compromised by their lack of privacy as the external area at the rear is intended as shared amenity space. Furthermore, the layout of the living rooms/ kitchen areas of the ground and first floor units involves deep, narrow 'L'-shaped rooms with the main window being in the front elevation (and obstructed by the kitchen sink), away from the main living area at the rear. Although there are two side windows serving the room, these are small secondary windows that would need to be fixed shut and obscure glazed. The ground floor rooms would also not be particularly private as a shared footpath runs immediately adjacent to the front of the block. With little landscaping provided at the front of this block, the proximity of the parking spaces and their access is likely to result in disturbance to these units from noise, general disturbance and light pollution from headlights. As such, these units would provide oppressive and substandard accommodation.

The privacy of the ground floor flat (Flat 1) in Block 1 would also be compromised by a shared footpath which passes immediately adjacent to the rear of the block and this units bedroom windows.

EXTERNAL AMENITY SPACE

As regards external amenity space, Block 1 would have a 107sqm area at the rear of the block and the plans show a 42sqm amenity space provided at the rear and sides of Block 2. No balconies or other external amenity space is proposed. In order to satisfy the Council's amenity space standards, a minimum total of 250sqm of amenity space would be required. The space also has to be useable in terms of its shape and size and also in terms of its convenient siting and exposure to sunlight. The space around Block 2 would not be usable, given its maximum depth of 2.6m adjacent to the three storey block and boundary fencing /adjoining garage court at the rear where it would receive minimal sunlight, and this decreases to 1m width at the sides of the block. As such, it has been discounted. Residents of Block 2 would therefore have no conveniently located / usable amenity space. As such, the development as a whole would only provide less than half of the minimum quantity of amenity space required to satisfy the Council's standards, contrary to Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The Council's Highway Engineer raises no particular objections to the access arrangements or the overall provision made for off-street car parking. Although recommendations for the improvement of the access arrangements are made, such as provision of pedestrian visibility splays and ideally the site should only have one access point, these issues could either be reasonably dealt with by condition or would not be so significant as to amount to justification for a further reason for refusal of the application, given the similar existing access arrangements at the site.

The scheme has 9 parking spaces for 10 flats. a shortfall of one parking space would not in itself be something which could justify a reason for refusal on this particular site.

However, the other omissions noted within the Highway Engineers comments such as no provision for disabled parking, electric vehicle charging, cycle parking and refuse storage do have material implications for the layout of the site so that a reason for refusal would be justified and have been included in the officer's recommendation.

7.11 Urban design, access and security

Mix of units

Given the relatively small scale of the proposed development comprising 10 units, no objections are raised to the scheme providing only two-bedroomed units in terms of Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.12 Disabled access

The Council's Access Officer advises that the proposal is not acceptable from an accessibility standpoint, as it does not make appropriate provision to comply with London Plan policy 3.8 in terms of housing which is accessible and adaptable for wheelchair users, with no evidence and/or a plan to suggest that 10% of units have been designed to meet the needs of wheelchair users. A refusal reason to cover this has been added.

7.13 Provision of affordable & special needs housing

The London Plan (March 2015) sets a threshold that residential development schemes with 10 units or more should make provision for affordable housing. Although the Minister of State, Department for Communities and Local Government in a statement on 28/11/14 advised that due to the disproportionate burden of developer contributions being on small-scale developers, affordable housing contributions should not be sought for sites of 10 units or less and which have a maximum combined gross floor space of 1,000 square metres. However, this has now been successfully challenged in the High Court so that this scheme now requires to make a contribution. As no such contribution is made, the scheme is contrary to Policy 3.3 of the London Plan (March 2015) and Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site. The Council's Tree/ Landscape Officer advises that the environmental quality along Uxbridge Road is generally poor and landscape enhancement is particularly desirable in this area where many front garden areas have been sacrificed to provide off-

street parking. Although the planning application form states that no trees will be affected by the proposals and no tree survey or assessment has been submitted, there are trees towards the end of and along the side of the rear garden. The Tree/ Landscape Officer advises that all of the existing vegetation will be removed in order to accommodate the two buildings and associated vehicular access and parking spaces. Areas of proposed planting along the front boundary are likely to be too small to adequately support vegetation and the strip of soft landscape around the rear block is too narrow to provide attractive (or useable) amenity space.

Therefore the scheme in the absence of a tree/ arboricultural survey, fails to assess the impact of the development upon existing trees on and off the site and has not made provision for their protection or created adequate space for their replacement as part of a comprehensive landscape scheme. As such, the development would be harmful to the character and appearance of the area, contrary to Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Ecology

The Council's Sustainability Officer advises that the removal of trees and the loss of garden space will result in an overall reduction in ecological features and value of the site. Garden spaces in Hillingdon, as across London, provide a valuable supporting environment for urban wildlife and that the erosion of such habitats is having a detrimental impact on the biodiversity of the borough.

The proposals do not include an ecology assessment and importantly the development provides no protection to existing ecological features. Furthermore no proposals have been put forward for the replacement or enhancement of biodiversity features.

The development is therefore contrary to the NPPF, Policy 7.19 of the London Plan (March 2015) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The proposal does not make any provision for the storage of refuse or recycling waste. Furthermore, given the cramped nature of the development, it is not considered that suitable secure and screened provision could be provided without requiring significant revision of the scheme and/or compromising other aspects of the development. The scheme is therefore contrary to Policy 5.17 of the London Plan (March 2015).

7.16 Renewable energy / Sustainability

A renewable energy statement has been submitted in support of the application. This advises that the preferred option for meeting the Mayor's requirement for a 35% reduction in CO2 emissions would be through the use of photovoltaic (PV) panels. Whilst the Council's Sustainability Officer does not object to the assessment itself, it is noted that the scheme does not provide any further detail to demonstrate that the overall area of panels needed to satisfy the Mayor's energy reduction targets can be fully accommodated on the roof of the building(s) without any further, possibly off-site additional measures/contributions being needed, contrary to Policy 5.2 of the London Plan (March 2015). A reason for refusal has been included in the officer's recommendations.

7.17 Flooding or Drainage Issues

The site is not prone to flooding. Had the application not of been recommended for refusal, it is considered that a suitable condition could have been attached to ensure that sustainable

drainage techniques were employed to ensure that the development did not increase the risk of sites flooding elsewhere and made an appropriate contribution towards a reduction in the use of potable water in accordance with Policies 5.13 and 5.15 of the London Plan (March 2015).

7.18 Noise or Air Quality Issues

Noise Issues

The proposal would intensify the residential use of this site adjacent to the busy A4020 Uxbridge Road. The application has failed to provide a noise assessment, that would assess the noise exposure of the site and the suitability of the scheme and whether any noise mitigation measures are required. In the absence of this assessment, the scheme is contrary to Policy 7.15 of the London Plan (March 2015), Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's SPD: 'Noise'.

Air Quality Issues

Similarly, the scheme has failed to provide an air quality assessment that would analysis the impacts of the development upon local air quality and any threats to residential occupiers. As such, the scheme is contrary to Policy 7.14 of the London Plan (March 2015) and the Council's possible would be likely to generate more trips within the Air Quality Management Area. The application has failed to provide an air quality assessment, contrary to Policy 7.14 of the London Plan (March 2015) and the Council's Supplementary Planning Guidance: 'Air Quality'.

7.19 Comments on Public Consultations

The petitioners comments raising material planning considerations and points (i) to (viii) and (x) to (xiv) raised within the individual consultee responses have been considered within the officer's report. As regards point (ix), the possible inappropriate parking of contractors' vehicles during the construction phase is a highway enforcement issue and not a planning matter. In terms of social housing (point (xvi)), this scheme is required to make a contribution towards affordable housing and the scheme's lack of provision is included as a reason for refusal. As regards local services (point (xvii)), if the scheme were to be approved and implemented, it would be CIL liable and therefore a financial contribution towards local services would be payable. As regards point (xviii), all new valid planning applications need to be considered and the concerns of surrounding residents are noted. As regards points (xix) to (xxi), these do not raise valid planning reasons to oppose the application.

7.20 Planning obligations

This scheme would have required a contribution towards affordable housing and given that the scheme is being recommended for refusal, a S106 Agreement has not been progressed and in its absence, the scheme fails to make adequate provision for affordable housing, which forms a reason for refusal.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

There are no other planning issues raised by this application.

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

This scheme seeks to provide an excessive amount of residential accommodation on site which fails to harmonise with its surroundings and provides a poor standard of residential accommodation for its future occupiers and lacks appropriate amenity space and bin and cycle storage provision on site.

The scheme would result in the loss of privacy to neighbours and fails to assess its impacts upon trees and the site's ecology and the implications of the development for air quality and noise. Although the application has been accompanied by an energy statement, it is not clear how the photovoltaic panels will be accommodated on site. The scheme also does not make provision for wheelchair users. Finally, the scheme makes no provision for affordable housing.

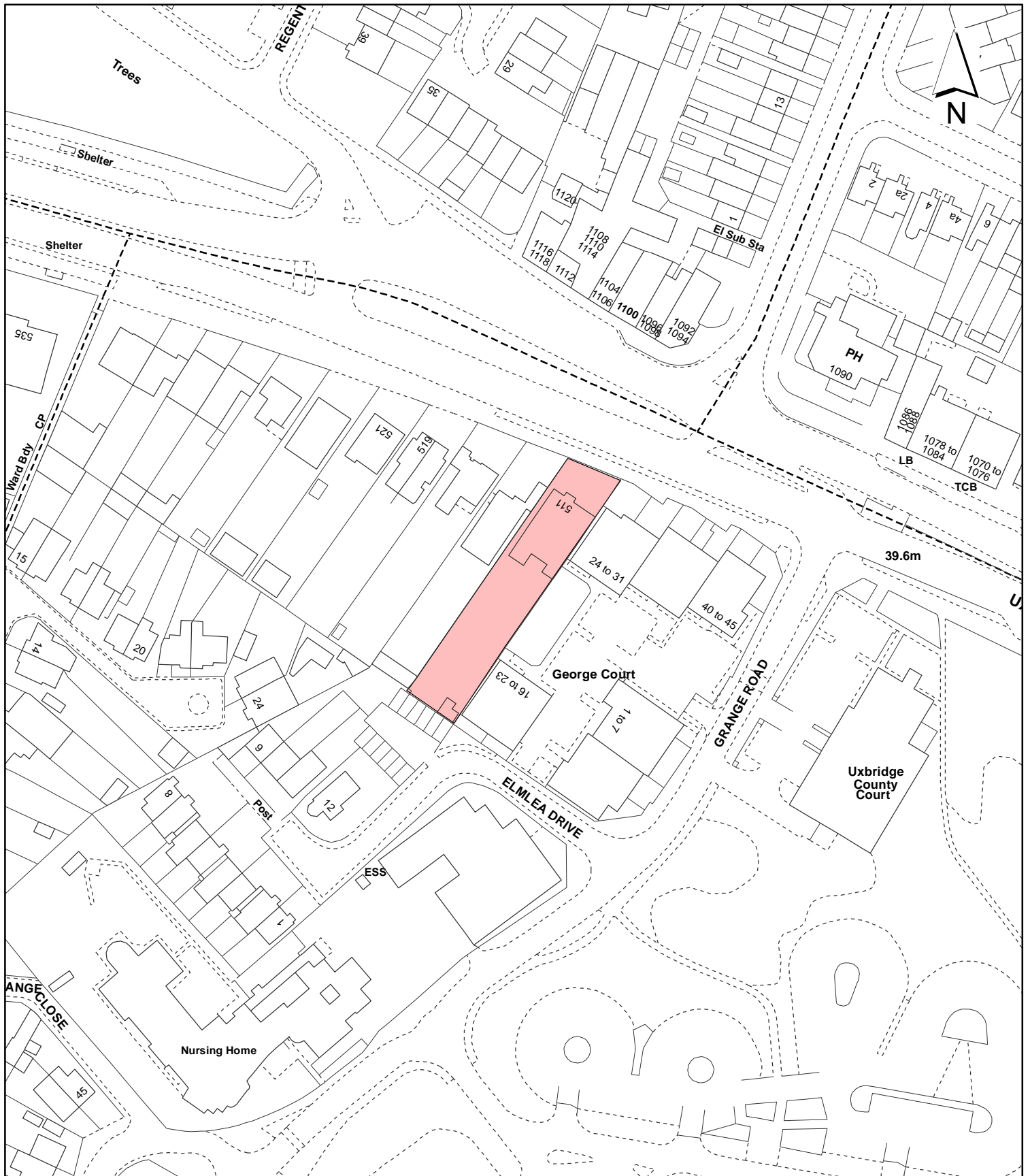
The scheme is recommended accordingly.

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
Planning Practice Guidance (March 2014)
National Technical Standards (October 2015)

Contact Officer: Richard Phillips

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 2015 Ordnance Survey 100019283

Site Address:

**511 Uxbridge Road
 Hayes**

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

Planning Application Ref:
15988/APP/2014/4271

Scale:
1:1,250

Planning Committee:
Major

Date:
January 2016



HILLINGDON
 LONDON