

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

**Address** 37 THE DRIVE ICKENHAM

**Development:** Erection of two storey building with habitable roofspace and basement to create 5 x 2-bed and 1 x 3-bed self contained flats with associated parking and landscaping works, including a new shed (works involve the demolition of existing dwelling house)

**LBH Ref Nos:** 24043/APP/2015/3509

**Drawing Nos:** 2958-08 Rev. A  
2958-02 Rev. A  
2958-05 Rev. A  
2958-04 Rev. A  
2958-03 Rev. A  
2958-01 Rev. A  
2958-06  
2958-07  
1:1250 Location Plan  
STV/MR/06  
SOL/TD/07P  
SOL/TD/02P  
SOL/TD/03P  
Design and Access Statement

**Date Plans Received:** 18/09/2015      **Date(s) of Amendment(s):** 18/09/2015  
**Date Application Valid:** 29/09/2015      29/09/2015

### 1. SUMMARY

An application for a replacement detached house on this site which was approved at the North Planning Committee meeting on 11/2/14 (App. No. 24043/APP/2013/1738 refers). The replacement house had a very similar siting, overall width, height and design to the currently proposed flatted block, with the main change to the built form being an increase in the depth of the block so that although it maintains a very similar rear building line and built form, it would now project further forward on site.

The increase in the overall mass and bulk of the block would not be out of keeping with this part of The Drive, as it lies within a row of properties (Nos. 33 - 45) where all but the application site and the adjoining recessed infill bungalow (No. 35A) have been re-developed to provide larger replacement houses with large crown roofs, many of which are of a comparable size and bulk, particularly those to the north, including the adjoining property, No. 39.

The proposed block would not appear unduly conspicuous within the street scene, as although it would project marginally in front of its immediate neighbours, it would still be set back from the road by some 45m and there is no defined building line along this part of The Drive, with the majority of properties set much further forward, including the existing house on this site.

The front elevation, with a recessed side element, although the main elements of the

design have previously been approved, the width of the main elevation has been compressed, but it is considered that the main front elevation maintains good proportion and would be of an appropriate traditional design.

The Council's 10% guideline, above which the number of flatted redevelopment schemes can affect the traditional residential character of a road has not been breached. Also, the proposed front garden would be capable of providing sufficient off-street car parking spaces whilst still providing a good amount of landscaped green space.

The proposed units would provide a good standard of residential accommodation and amenity space and the residential amenities of neighbouring properties would not be adversely affected.

There would be no impact upon existing trees on site.

The scheme is recommended for approval, subject to the recommended conditions.

## 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 2958-01 Rev. A, 2958-02 Rev. A, 2958-03 Rev. A, 2958-04 Rev. A, 2958-05 Rev. A, 2958-06, 2958-07 and 2958-08 Rev. A 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 RES7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of balconies 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).

### **4 RES8 Tree Protection**

No site clearance or construction work shall take place until the details have been

submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

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

#### REASON

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

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

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping, to include the provision of a private patio area to the rear of Flat 1.
  - 2.a Cycle parking area(s) to include a minimum of 13 spaces,
  - 2.b Means of enclosure/boundary treatments
  - 2.c Car Parking Layout (including provision for 2 of the 10 parking spaces to be served by electrical charging points, with demonstration that a further 2 have adequate capacity to ensure such provision could be provided in the future),
  - 2.d Hard Surfacing Materials
  - 2.e External Lighting
  - 2.f Other structures (such as play equipment and furniture)
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the

landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

#### 4. Schedule for Implementation

#### 5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (March 2015).

### **6 RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **7 RES13 Obscure Glazing**

All the side windows and rooflights facing No. 35A and side rooflights facing No. 39 The Drive shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

#### REASON

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

## **8 NONSC Lantern Light Details**

Details of the design and/or any obscure glazing/screening of the lantern lights on the orangery type conservatories serving Flats 1 and 3 shall be submitted to and approved in writing by the LPA. The lantern lights shall be retained as approved for so long as the development remains in existence.

### **REASON**

To safeguard the privacy of the occupiers of these units and of the flats above from disturbance resulting from light spillage, in accordance with Policies BE19, BE24 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## **9 NONSC Restriction of roof use**

The roof area of the orangery type conservatory adjoining the side boundary with No. 35a The Drive shall not be used as a roof garden or other type of amenity space.

### **REASON**

To safeguard the privacy of the occupiers of the adjoining property, in accordance with Policies BE19 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## **10 NONSC Flooding Risk Ground Investigation**

Prior to the commencement of development a ground investigation shall be undertaken to determine the risk of flooding to and from the new development. The investigation must be accompanied by appropriate mitigation if there is a risk of flooding to or from the proposed development. The investigation and mitigation details should be submitted to and approved in writing by the Local Planning Authority prior to works commencement. The development must then proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

### **Reason**

To minimise the risk of flooding to and from the proposed development in accordance with the NPPF and Policy 5.12 of the London Plan (March 2015).

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

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

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

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

- iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

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

**REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015).

**12 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

**13 NONSC Level Access**

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

**REASON:**

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 c, is achieved and maintained.

**14 NONSC Soil Testing**

Before any part of the development is brought into use, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

**REASON**

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

**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.

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 costal
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 5.12	(2015) Flood risk management
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 6.10	(2015) Walking
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 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
OL5	Development proposals adjacent to the Green Belt
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
H4	Mix of housing units
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.
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
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

### **3            I2            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.

### **4            I3            Building Regulations - Demolition and Building Works**

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

### **5            I5            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.



**6**            **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.

**7**            **115**                    **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**3.            CONSIDERATIONS**

**3.1          Site and Locality**

The application site is located on the western side of The Drive, a private shared surface road that comprises mainly two storey, detached houses of mixed architectural style and quality set within medium to large plots. More recently, a number of the original houses have been re-developed, mainly to provide larger houses. No. 37 comprises a traditional large detached two storey house on an extensive plot, with large single storey rear extensions/outbuildings and a detached garage at the side served by two vehicular accesses. The existing property is set forward on its plot compared to the adjoining properties (Nos. 35A and 39), although it's siting does follow the closer original relationship of properties on this side of the road to the south of No. 35A.

No. 35A is an infill bungalow development which is sited close to the side boundary of the rear garden of the application site. No. 39 is a modern re-development, as are adjoining properties to the north, comprising very large two/three storey houses with large crown roofs and pastiche classical features which have a similar siting to No. 35A.

The site has an urban fringe location, with the Uxbridge Golf Club adjoining the site to the west which forms part of the Green Belt and the Colne Valley Regional Park. Ground levels

fall away at the rear and also from the north to the south, allowing views over the adjoining golf course through the mature trees which mark the rear boundary. The site has a low PTAL (Public Transport Accessibility Level) score of 1b (where 6 represents the highest and 1 the lowest level of accessibility) and is covered by Tree Preservation Order (TPO) 316. It also forms part of the Colne Valley Archaeological Priority Zone.

### **3.2 Proposed Scheme**

This application seeks permission to demolish the existing property and erect a detached two storey flatted block, with a basement/lower ground level at the rear and accommodation in the roof space to provide 5 x 2-bed and 1 x 3-bed flats, together with associated parking and landscaping works, including a new shed at the bottom of the rear garden.

The proposed flatted block would be set further back on its plot as compared to the existing house so that it would be set back approximately 45m from The Drive and occupy a similar position to that of its immediate neighbours. The building would have a two storey aspect at the front, and due to the ground levels which slope down towards the rear, a three storey aspect at the rear with the exposed basement/lower ground floor. The concealed basement would project beyond the front elevation of the property. With an overall width of 22.2m, the building would maintain minimum gaps of 1.9m and 2.2m to the side boundaries with Nos. 35a and 39 respectively.

The building would have a main depth of 17.5m, although it incorporates a set back across 4.16m of its width on its southern side, to reduce the main depth by 3.67m to 13.83m. The main front elevation incorporates 3, 1.37m deep projecting gabled bays and on the rear elevation, a large centrally sited gable projecting 3.05m from the main rear elevation to give an overall maximum depth to the house above the lower ground /basement level and ground floor level of 21.9m. A number of the rooms at the rear would have French doors and juliette balconies.

The roof would comprise a crown roof with side chimney, and have a maximum height of 10.2m (excluding the chimney) and an eaves height of 5.87m as measured on the front elevation. The roof would incorporate two small gabled dormers on the front and rear elevations with a recessed balcony area within the rear gable at roof level.

On the lower ground/ basement floor level at the rear, to the side of the gable adjoining No. 35a would be a single storey orangery type addition with a lantern light which would project some 2.35m from the main rear elevation of the house (so as not to project beyond the rear gable) and on the side adjoining No. 39 at this level would be a single storey addition which would project 6.7m (3.6m beyond the rear gable). On the ground floor above the lower ground/basement level extension would be a similar orangery type conservatory structure with a lantern light which would align with the rear elevation of the gable and the roof of the extension below would be used as a balcony area.

The front garden layout would retain the existing in and out access arrangements with a semi-circular drive, with a spur accessing 10 parking spaces, 4 of which would be capable of providing disabled space. Cycle and bin stores would be provided adjacent to the boundary with No. 35A, adjacent to its detached garage, set back some 16m from the road frontage. The cycle store would be 3.0m square, with a pyramidal roof, 2.4m high to eaves and 3.75m high to the apex. The bin store would be 3.1m square and of timber construction with a flat pergola roof, some 2.4m high. Both structures would be screened on three sides by landscaping. The garden shed would be 7.5m by 4.0m sited along the

rear boundary of the rear garden and be of timber construction, 2.25m high to eaves and 3.0m high to the ridge and used for the storage of garden furniture.

The basement/lower ground floor at the rear would involve the installation of retaining walls within the rear garden to align with the side elevations of the proposed house to maintain existing ground levels at the sides of the rear garden.

As compared to the previously approved replacement house on the site (App. No. 24043/APP/2013/1738 refers), the main changes to the previously approved built form on site is that although the siting, overall width, height and design of the flatted block is very similar to the previously approved building, the depth of the main building has increased, with the greatest change being on the northern side of the building, increasing from 12.4m to 17.5m, so that whilst the block maintains an almost identical rear building line and built form, it does project further forward on site. The basement would also project forward of the front elevation. The width of the main front elevation has been compressed, with a recessed side element adjoining No. 35A. A triple garage to be sited in the front garden has been omitted, with small cycle and bin store enclosures to be provided, together with a shed along the rear boundary of the rear garden.

The application is supported by the following documents:-

Design and Access Statement:

This provides the background to the statement, describes the site, its planning history and the policy background. A planning justification for the scheme is provided and aspects of the proposal assessed. The statement concludes that the scheme fully complies with planning policy, the residential redevelopment of the site has already been approved and as the scheme would not result in over 10% of dwellings in the road being converted to flats and the design of the scheme reflects a large detached house, the character of the road will not be maintained.

### **3.3 Relevant Planning History**

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

The most relevant application to the current proposal for the site's flatted re-development is the application for a replacement house (App. No. 24043/APP/2013/1738 refers) on this site, as the approved built form is very similar to the current proposals, with the main difference being the currently proposed block projects further forward on site.

Prior to this, there have been a number of applications submitted for residential extensions to the existing house.

## **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.H1 (2012) Housing Growth

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
- 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 5.12 (2015) Flood risk management
- 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 6.10 (2015) Walking
- 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 7.14 (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
- OL5 Development proposals adjacent to the Green Belt

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
H4	Mix of housing units
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.
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
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **30th October 2015**

## 6. Consultations

### External Consultees

15 neighbouring properties have been consulted, a notice was displayed on site on 8/10/15 with a closing date of 30/10/15 and the Ickenham Residents' Association (2 groups) and The Residents' Association of The Drive have been consulted. 11 individual response have been received, raising numerous objections to the scheme which can be summarized as follows:-

#### Character of the Area

(i) The Drive is an exclusive quiet private beautiful residential road and the proposed flatted re-development would be out-of-character with the existing family dwellings in the road and the surrounding neighbourhood, spoiling ambience of the road. The road, unlike Ducks Hill Road, should

be retained for single dwellings and Council's 10% flatted development rule of thumb should not apply to a private drive, particularly given uniqueness of The Drive,  
(ii) Most of properties in The Drive were built in 1930s and have a pleasant Arts & Craft design. Object to loss of another character house in a road where the houses over the last ten years are becoming monstrosities, with a large increased 'bulk' that has no regard for the original design,  
(iii) Footprint of the new property is set much further back than current house, turning front garden into a car park,  
(iv) Proposal represents over-development, with increase in number of households at one address. Together with other developments at old Blockbuster premises and at no. 51, density of people would result in overcrowding which is already causing a disruption,

#### Amenity

(v) Proposal will result in loss of light,  
(vi) Additional households will result in reduced privacy for neighbouring properties,  
(vii) Increase in noise and traffic especially for adjoining occupiers with so many residents in one area will be unbearable. Our right to peaceful living will be infringed upon on this quiet road,  
(viii) The 6 flats will not have enough recreation space,

#### Traffic

(ix) Proposal will lead to higher traffic and parking along The Drive as parking for 6 flats of this value is inadequate. The Drive is narrow with no pavement so more people will walk in road which is already used as a rat run, detrimental to safety, particularly school children and hinder emergency vehicles,  
(x) Proposal does not allow for ease of access or egress to proposed development or the property opposite as road is narrow and there are no parking restrictions preventing parking,

#### Other

(xi) Council's 10% rule has already been exceeded,  
(xii) The proposed development will adversely effect property values along The Drive.  
(xiii) Proposal would establish a precedence,  
(xiv) Council should listen to residents and residents' associations and reject proposal

#### RESIDENTS' ASSOCIATION OF THE DRIVE:

The Association objects to proposal on following grounds:-

- Will result in diminution of character and appearance of this unique road,
- Result in the loss of the current property which is of unique design and appearance and worthy of retention,
- Proposal will adversely impact on the capacity of the road junctions from The Drive (congestion problems have been recognized by the Council in a recent briefing note),
- Additional traffic generated will also have implications for the narrow shared road space with pedestrians,
- Despite objection, permission granted to convert no. 51 to flats and given its close proximity, this makes the current proposal unacceptable in terms of policy and effect on residential amenity, with on-going construction traffic associated with no. 51 parked on the road and time should be given to assess impact of this development on amenity,
- Proposal would result in further congestion with construction traffic parked on the road,
- Proposal will result in the loss of a large family home,
- Proposal will result in inadequate amenity space and parking when compared to other properties in the road,
- Proposal will not maintain the quality or diversity of the Borough's housing stock,
- Proposed building, due to its siting, bulk and proximity to other houses, will result in a significant loss of residential amenity and privacy to nearby houses,
- Size and scale of the new build, when taken in close proximity to no. 51 will harm the character of

the area and will be over-dominant to adjoining properties, particularly the adjoining bungalow and will impinge on the private amenity space of other residents,  
- Communal use of the front and rear gardens will impinge on the private and residential amenity of immediate neighbours,  
- Cumulative impact of further development of this nature in close proximity to each other is a material consideration and should be given substantial weight.

#### ICKENHAM RESIDENTS' ASSOCIATION:

This is another flatted re-development scheme for 6 flats which happens more and more frequently, following no. 51 had recently received approval for 5 flats and Harefield Place is proposing 25 apartments (12571/APP/2015/3549).

Building Control needs to be maintained over proposed basement developments for safety and security of adjoining properties.

We are completely in hands of planning department in terms of monitoring the ration of flatted development in a private road.

A local ward Councillor has requested that the application is considered at committee for the following reason:-

I am concerned that the conversion of the property into 6 flats may cause parking problems to a private road which does not have the benefit of the Council being able to put in place parking controls and street lighting. The road has grass verges which go towards enhancing the street landscaping and parking especially on these verges to provide adequate road space will detract from the layout of these verges. Who will take responsibility for their respective maintenance and upkeep of these verges as the property would move away from being in single ownership. In addition, this is a road having some degree of character regarding the street scene and the hard landscaping and car parking will in my opinion have a detrimental affect on the street scene. Also the amenity space that would need to be provided for multiple use can cause noise and disturbance to adjacent properties being detrimental to the quality of their living environment.

May I request via this email that my concerns as mentioned above be addressed in the report.

#### HISTORIC ENGLAND (ARCHAEOLOGY):

Although this application lies within the extensive Colne Valley Archaeological Priority Zone, it is not a major development nor does it lie close to significant recorded archaeology or in a topographical location which is likely to have especially well preserved remains.

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest and therefore no further assessment or conditions are necessary.

#### **Internal Consultees**

##### HIGHWAY ENGINEER:

The site has two existing crossovers, with separate IN/OUT movements, which will be retained. A segregated access door is used by pedestrians.

The PTAL output for 2011 (Base year) for this site is 1b, which is described as very poor. Three bus routes were included when calculating the PTAL score. Those routes are U10;U9;U1, with the bus stop on Swakeleys Road/Warren Road.

##### Car parking provision

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 6

residential units should provide 9 car parking spaces. The proposed parking layout is indicated on drawing ref: 2958-03 showing 10 car parking spaces.

Although the PTAL score is described as very poor in this area, it is considered that car parking provision is sufficient and is accommodated within the site itself.

To conclude, occupiers are likely to rely on a car as a mode of transport. It is accepted that the changes from the existing to the proposed are minor in terms of trip generation and impact that could potentially cause harm.

The highways recommendations are: increase the cycle parking provision for this development to encourage cycling as a mode of transport, include provide details about the cycle stands. The approved cycle parking spaces to be retained, thereafter.

#### Refuse/ recycling

A separate enclosed area is shown for refuse and recycling bins.

#### Recommendations

Subject to the Council's landscaping condition which should specify 10 car parking spaces and 8 cycle storage spaces are provided and a parking allocation scheme which ensures that the parking remains allocated for the use of the approved units and remains under this allocation for the life of the development, this application is recommended for approval on highways grounds.

#### TREES AND LANDSCAPING OFFICER:

There are no significant trees within the property boundaries but there are protected trees to the south, the roots of these trees could be affected by construction related activities.

Subject to conditions requiring tree protection, a landscaping scheme and tree retention, the scheme is acceptable.

#### WATER AND FLOOD MANAGEMENT OFFICER:

The flood team made comments on the previous application 24043/APP/2013/1738 and they are still relevant.

#### ACCESS OFFICER:

It is stated within the Design & Access Statement the proposal is to comply with the requirements of Lifetime Home Standards and the London Plan Policy.

It is proposed level access is provided to the site at ground floor level from the parking area and residential entrance with lift access provided within the development providing access to all the floors.

In assessing this application, reference has been made to London Plan, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

The following access observations are provided:

1. Level access should be achieved. Entry to the proposed dwelling appears to be stepped, which would be contrary to the above policy requirement. Should it not be possible, due to topographical constraints, to achieve level access, it would be preferable to gently slope (maximum gradient 1:21) the pathway leading to the ground floor entrance door.

2. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the



areas local to the principal entrance and rear entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.

3. The scheme does not include provision of a downstairs WC compliant with the Lifetime Home requirements. To this end, a minimum of 700 mm should be provided to one side of the toilet pan, with 1100 mm in front to any obstruction opposite.

4. A minimum of one bathroom on the first floor should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

5. To allow the entrance level WC and first floor bathroom to be used as a wet room in future, plans should indicate floor gulley drainage.

6. The plans should indicate the location of a future 'through the ceiling' wheelchair lift.

Conclusion: acceptable, subject to a suitable planning conditions attached to any approval

## **7. MAIN PLANNING ISSUES**

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

The NPPF (March 2012) states that there is a presumption in favour of sustainable development (paragraph 14), but stresses that this does not change the statutory status of the development plan in that planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise (paragraph 11). It also stresses the need to boost significantly the supply of housing (paragraph 47).

The application site forms part of the 'developed area' as defined with the Hillingdon Local Plan and the proposal is for the flatted redevelopment of an existing residential plot within an established residential area. As such, there is no objection in principle to the development, subject to normal development control criteria.

Specifically, Policy H3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site and ideally, an increase in the residential accommodation will be sought if not contrary to other policies in the plan. Policies BE13 and BE19 seek to safeguard the layout and appearance of the street scene and the amenity and the character of residential areas respectively.

The Council's HDAS Supplementary Planning Document 'Residential Layouts' July 2006 at paragraph 3.3 generally acknowledges that large plots currently used for single dwellings, through their careful and sensitive design, can be successfully redeveloped to provide flats. The paragraph goes on to add a note of caution in that it advises:-

'The redevelopment of large numbers of sites in close proximity to each other is unlikely to be acceptable including large numbers of redevelopments on any one street. The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing. On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed.'

Taking a 1km length of The Drive with No. 37 being the midpoint, this would total some 75

properties with only 2 (No. 51 and Harefield Place) having been granted permission for flatted conversion/ redevelopment. Together with this scheme, if all these schemes were implemented, this would account for 4% of the total number of properties. Even with Harefield Place, a case could be made that this should not be considered as it does not have a road frontage, being set well back from the road, behind a densely wooded frontage and therefore does not significantly influence its character. The proposal would not breach the Councils 10% rule.

In terms of the loss of the existing building, it has not been statutorily or locally listed as being of historical or architectural significance and the acceptability of its demolition has already been established with the granting of the permission for its replacement (App. No. 24043/APP/2013/1738 refers). The issue of 'garden grabbing' does also not arise as although the new block would be sited further back on its plot into the rear garden, the area at the front of the house would be freed up so that there would be no significant loss as compare to the current situation. Again, the acceptance of this principle has largely been established with the granting of the previous permission.

#### **7.02 Density of the proposed development**

The Mayor's density guidance is of only limited value when considering schemes with less than 10 units. Nevertheless, this scheme would have unit and habitable room densities per hectare of 19 u/ha and 88 hr/ha respectively, which compares to the London Plan guidance of 35-55 u/ha and 150-200hr/ha for units of this size on a suburban site with a low PTAL score of 1b. However, it is considered that the low density of development would not be sufficient justification to refuse the application, having regard to the low density of surrounding residential development and the fact that this site represents an urban fringe location, which adjoins the Green Belt.

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

The only heritage asset that this development would possibly affect is the Colne Valley Archaeological Priority Area within which the site is situated.

GLAAS advise that this is not a major development and the site is not close to significant recorded archaeology or in a topographical location which is likely to have well preserved remains so that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and therefore no further assessment or conditions are necessary.

#### **7.04 Airport safeguarding**

There are no airport safeguarding issues raised by this application.

#### **7.05 Impact on the green belt**

Although the scale and height of the building on site would be increased and it would be sited further back on its plot, the flatted block at its nearest point would still maintain a separation distance of over 45m to the rear Green Belt boundary so that there would be minimal impact upon its openness, particularly as this boundary has good planting, which would be enhanced by an appropriate landscaping scheme, which would be controlled by condition. For similar reasons, the proposed shed on this boundary, given its modest domestic size and timber construction, would not have any significant wider impacts upon the openness of the Green Belt.

#### **7.07 Impact on the character & appearance of the area**

As previously advised on the replacement house application, there would be no objection to siting the building further back on its plot in terms of the street scene as this would replicate the similar siting of the immediately adjoining properties.

The block would maintain undeveloped gaps of 2.0 to 3.1m and 2.4 to 2.75m to the side

boundaries adjoining Nos. 35A and 39 respectively, which would satisfy Policy BE22 of the Hillingdon Local Plan - Part Two Saved UDP Policies (November 2012) and is comparable to the set back distances of surrounding properties.

In terms of the street scene, although the main front elevation of the building has been brought forward slightly, being still set back some 45m from the road, this would have minimal impact upon the street scene, particularly as there is no defined building line along this part of The Drive, with the majority of properties set much further forward on their plots, including the existing house on this site.

The main design of the front elevation of the building was previously approved as part of the replacement house application so that the building would maintain the built character of a single family house. Although the main front elevation of the block has been narrowed with a recessed element added, the front facade would remain well proportioned with a fairly traditional appearance. The spacing of the projecting gables and bay windows would assist with the breaking up of the frontage of the property. Furthermore, crown roofs and front dormer windows are characteristic on this part of The Drive.

The rear elevation of the property, as previously advised to committee, does appear somewhat unwieldy, mainly due to its three storey height and the level of fenestration. However, part of the lower ground/basement level would be below the adjoining ground level so that it would not appear unduly conspicuous. The Council's Conservation/Urban Design Officer considered that the previous scheme was acceptable on design grounds.

Although a large parking area would be provided in the front garden area, this would be set back from the road with extensive landscaping in front. Furthermore, extensive hardstanding areas in front gardens are common features on The Drive.

The proposal therefore accords with Policies BE13 and BE19 of the Hillingdon Local Plan - Part Two Saved UDP Policies (November 2012).

#### **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.

The only residential properties that would potentially be materially affected by the built form of the proposed scheme are the two adjoining properties. The current proposal does not materially alter its impacts on the sides and at the rear of these properties as this scheme only adds additional built form at the front of the previously approved replacement house.

In terms of the previous application for the replacement house, the previous report advised that in terms of the adjoining bungalow at No. 35A:-

'this property is sited on lower ground and extends along a 35m depth of the side boundary. The front elevation of the proposed house would be sited approximately 4m forward of its front elevation. The nearest windows to the shared side boundary in the front elevation of

the adjoining property serve a living room. The proposed siting of the new house would allow for a 45 degree line of sight to be maintained from this window. On the side elevation of No. 35a are a number of windows. The forwardmost side window facing the application site serves a wc, with the next openings being a door and window serving the laundry area. These are all obscure glazed and would have the main bulk of the new house immediately adjacent. The next openings along are two clear glazed windows which are the only external windows serving a dining room. These windows would be sited to the rear of the main rear elevation of the proposed house. The outlook from this habitable room is currently restricted, being within 1m of a 1.8m high boundary fence. It is considered that the outlook from this habitable room would not be made significantly worse to justify a refusal of permission, particularly as this room benefits from having internal glazed french doors and windows which open up the room into the rest of the open plan bungalow. The next window along is clear glazed and serves a gymnasium area and the main bulk of the new house would have less of an impact upon the outlook from this room. This room also has a projecting skylight above. Next is a porthole window and two other windows, all of which are obscure glazed which serve a bathroom.

As regards privacy, the proposed house does not contain any main habitable room windows in its side elevation facing No. 35A. A condition is recommended to ensure the rearmost ground floor side window serving a drawing room and a first floor en-suite window would be obscure glazed and non-opening. A condition is also required to ensure that the roof above the orangery type conservatory on this boundary is not used as a roof garden/amenity space. The first floor balcony area would also be entirely enclosed by the gable and would not permit any greater overlooking of adjoining properties than a traditional window.

As regards the impact upon No. 39, this property towards the rear is sited on slightly higher ground as compared to the application property. The side elevation of the proposed new house would not contain any side windows above ground floor level and be set slightly behind the front elevation of No. 39 with the main rear elevation of the house aligning with that of No. 39. The neighbouring property only contains non-habitable room windows above ground floor level in its side elevation which are obscure glazed and secondary windows at ground floor which face the boundary fence. As the ground floor orangery type conservatory on this boundary would only project some 3.1m from the main rear elevation of the house and the basement/lower ground floor pool enclosure which although it would project further into the rear garden, would only have a height of some 1.25m above existing ground levels, these elements of the proposal would not breach a 45 degree angle of sight from the nearest rear facing windows on the neighbouring property. A condition would ensure that the roof area of the ground floor orangery type conservatory would not be used as a roof garden/amenity area.'

In terms of the additional impacts of the current proposal, in terms of No. 35A, the recessed side element would result in the nearest part of the flatted block projecting further forward of the front elevation of No. 35A by some 4.9m, which would be separated from the side elevation of No. 35A by some 4.3m. Furthermore, the 45 degree line of sight taken from the nearest front window in No. 35A which serves the living room would not be breached.

In terms of No. 39, the flatted block would project beyond its front elevation by some 2.8m, but at this point, the properties would be separated by a distance of some 6.8m.

The only change in terms of the fenestration is that 4 rooflights would be added on each

side elevation facing Nos. 35A and No.39 and 3 ground floor windows facing No. 39 have now been omitted. The rooflights, together with the side windows facing No. 35A would be conditioned to be non-opening and obscure glazed (below a 1.8m height of finished floor level).

As regards loss of sunlight, it is only No. 39 being to the north that would be overshadowed, but given the relationship between this and the proposed block, it is only its side elevation which would mainly be affected, but this does not contain any main habitable room windows. As such, the impact was considered to be acceptable and the additional built form projecting forward of the house now proposed would not result in any significant impact.

In terms of the new cycle and bin stores in the front garden, the nearest part of the structure would be sited more than 18m from the front elevation of No. 35A, a greater distance than its own garage/ outbuilding which is directly in front of the living room window. The new shed in the rear garden would also be sited at the bottom of the rear garden, far removed from adjoining properties.

The proposal is therefore considered to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and relevant design guidance.

## **7.09 Living conditions for future occupiers**

### Internal Layout

The proposed two-bedroomed, four person flats would have internal floor areas ranging from 153sqm in Flat 5 to 371sqm in Flat 1 and the three bedroom, 6 person flat in the roof space would have an overall floor area of 296sqm. The units would therefore comfortably satisfy the minimum floor space standards of the national technical standards which came into force on 1/10/15 of 70sqm for a 2 bedroom, 4 person flat and 95sqm for a three bedroom, 6 person flat. Furthermore, the flats would all have a reasonable standard of outlook and natural light to their habitable rooms. Although Flat 1 at basement/ lower ground floor level would have a rear facing single aspect, the habitable rooms are all sited at the rear, where they would benefit from having wide windowed frontages facing onto the rear garden. Some of the habitable rooms in the other units are also deep, such as the main lounge/ dining/ kitchen room in Flat 5, but again, this has been arranged so the more usable areas are close to the wide rear frontage and its windows. The outlook and natural light from some of the habitable rooms in the roof space unit (Flat 6) would also be restricted, but all the habitable rooms would be served by at least one dormer window, with the only exception being one of the bedrooms that would have two rooflight windows. Outlook and light levels would be also be enhanced to the unit by secondary rooflights and sun vents in the crown roof.

The proposed lantern lights to the orangery type structures at the rear would provide potential for a small degree of overlooking to part of the rooms they would serve from the windows of neighbouring flats above and also could cause possible disturbance to the units above from light spillage. A condition has been added requiring details of the lantern lights to be submitted so that these amenity concerns can be mitigated.

The proposed site layout would incorporate good depth of planting areas at the front of the house to ensure that the privacy of the ground floor units is safeguarded and at the rear, stone and grass patio areas are shown, enclosed by a 1m high hedge from the rest of the amenity area. Although not specified on the plan, it is assumed that this patio area would

be for the private use of Flat 1 which would safeguard the ground floor habitable rooms from overlooking from the shared amenity space. This has been conditioned as part of the landscaping scheme.

#### External Amenity Space

The proposed rear garden would provide some 1,236sqm of shared amenity space which would easily satisfy the 155sqm of shared amenity space required by Council standards.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

The proposal would utilize the existing 'in' and 'out' vehicle access arrangements and a separate pedestrian access for the existing house. The Council's Highway Engineer raises no objections to this and advises that any additional traffic generation associated with the use of the site as 6 flats as compared to a single dwellinghouse would not be significant given existing traffic volumes on this and surrounding roads.

The Highway Engineer goes on to advise that the London Borough of Hillingdon (LBH) parking standards for the proposed residential flats are for each flat to provide 1.5 car parking spaces. To comply with these standards a proposal for 6 residential units should provide a total of 9 car parking spaces, whereas the proposed parking layout is for 10 car parking spaces. The engineer considers that as the PTAL score is described as very poor in this area and occupiers are likely to rely on the car as a mode of transport, no objections are raised to the excess provision and it is considered that car parking provision is sufficient, subject to an allocation scheme which has been conditioned.

The London Plan (March 2015) also encourages the uptake of electric vehicles and requires that 20% of the parking spaces serving new residential development should provide charging points, with a further 20% passive provision. This has been conditioned as part of the landscaping scheme.

The Highway Engineer does advise that there should be an increase in the cycle parking provision for this development to encourage cycling as a mode of transport. In terms of cycle parking, the London Plan (March 2015) advises that 2 'long stay' spaces should be provided for all dwellings with 2 bedrooms or more, together with 1 'short stay' space per 40 units, giving a total requirement of 13 spaces. The submitted plan shows the provision of a cycle store in the front garden, but only 8 indicative spaces are shown so that additional provision would be needed. This has been conditioned as part of the landscaping scheme.

In terms of waste/ recycling storage, provision for bin storage has been made within a screened enclosure within the front garden. However, this may need to be emptied and refuse bags moved closer to the road on collection days.

#### **7.11 Urban design, access and security**

The design issues are addressed within the relevant section of this report.

Issues of access are addressed within the Disabled Access section of this report.

In relation to security, for the fabric of the building this will now be dealt with under Part Q of the Building regulations. The application would maintain secure boundary treatments with neighbouring properties and it is not considered that there are any security concerns intrinsic to the design.

#### **7.12 Disabled access**

London Plan Policy 3.8 requires all new housing to be built to Lifetime Homes Standards. The Council's SPD HDAS: Accessible Hillingdon also requires all new housing to be built to Lifetime Homes Standards. The Council's Access Officer has assessed the application and advises that the proposal is acceptable from an accessibility standpoint, subject to a suitable planning condition to secure level access to and into the proposed dwellings. However, Lifetime Homes standards have now been abolished and the requirement now is to meet Part M2 of the Building Regulations.

#### **7.13 Provision of affordable & special needs housing**

Not applicable, given the scale of development.

#### **7.14 Trees, Landscaping and Ecology**

There are no existing trees that would be affected on the site, although the Council's Trees and Landscaping Officer advises that off-site trees to the south of the site could be affected by construction related activity.

The proposal involves a flatted block sited further back on its plot which would allow ample space for an appropriate landscaping scheme in the front garden to enhance the street scene.

The Council's Tree and Landscaping Officer recommends that the scheme is acceptable in terms of its tree impacts and landscaping, subject to condition to require the submission of details regarding tree protection, a landscaping scheme and tree retention.

The site has negligible importance for ecology.

#### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan requires that all new development provide adequate facilities for the storage of waste and recycling.

This scheme provides a bin/ recycling waste store in the front garden. It is sited discretely in the front garden, set back from the road by some 32m so it is likely to require refuse being moved to the edge of the road on collection days if the refuse vehicle does not enter the site. This will be a matter for the management company of the flats.

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

Since the abolition of the Code for Sustainable Homes, energy efficiency would now be covered by the Building Regulations.

#### **7.17 Flooding or Drainage Issues**

On the previous application, the Council's Flood and Water Management Officer advised that the site is in an area that is deemed to have a low probability of groundwater flooding. However, any basement development has inherent implications for and from sub surface flooding problems and ground conditions.

With regards to planning, the Council needs to consider the probability of the flooding impact alongside the ability for a basement to be constructed in a manner that would withstand groundwater flooding.

The Council accepts that it is entirely reasonable to believe there is a solution for this development given the relatively low probability of groundwater flooding. However, there is still a need to ensure that future occupiers of the dwelling are not exposed to a poorly designed development that does not adequately consider the flood risk. The officer recommended conditions requiring a ground investigation and sustainable urban drainage techniques to be employed. These conditions form part of the officer's recommendation.

### **7.18 Noise or Air Quality Issues**

It is considered that the layout of the proposed development, which would benefit from being on a large plot with large front and rear gardens being retained, would not result in such an increase in activity, noise, vibration and/or general disturbance so as to result in being detrimental to the amenities of surrounding properties. It would therefore comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The scheme is not considered to be of a scale which would result in any significant impacts on local air quality.

### **7.19 Comments on Public Consultations**

As regards the individual responses received, point (i), this issue has mainly been dealt with in the officer's report. The fact that this is a private road is not a significant material consideration in terms of whether planning policies and guidance should apply. Points (ii) to (ix) have been dealt with in the officer's report. As regards point (x), this proposal does not alter the existing access arrangements to the site and therefore no objections can be raised. In terms of point (xi), as advised in the report, this is not correct. Furthermore, the impact of development on property values is not a material planning consideration (point (xi)) and as regards points (xiii) and (xiv) all applications have to be considered on their individual merits, having regard to the development plan.

The comments raising material planning objections received from the Ickenham Residents' Association and the Residents' Association of The Drive have also been dealt with in the officer's report.

### **7.20 Planning Obligations**

The scale and nature of the development does not give rise to a requirement for a S106 contribution.

The scheme is Mayoral and Council CiL liable.

### **7.21 Expediency of enforcement action**

There are no enforcement issues raised by this proposal or the site.

### **7.22 Other Issues**

Soil Testing

A condition is recommended to ensure that any site derived soils or imported soil to the site is clean and suitable for residential use.

## **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 is very similar to a previous permission for a replacement house on this site. Although this scheme results in additional bulk at the front of the property, this does not result in harm to the street scene nor does it adversely impacts upon neighbouring properties. The Drive has not breached the Council's 10% guidance figure for flatted redevelopment of sites in a road and it is considered that the proposed parking is acceptable.

The scheme would make a valuable contribution towards providing much needed additional housing that satisfies all relevant standards.

The proposal is recommended for approval.

#### **11. Reference Documents**

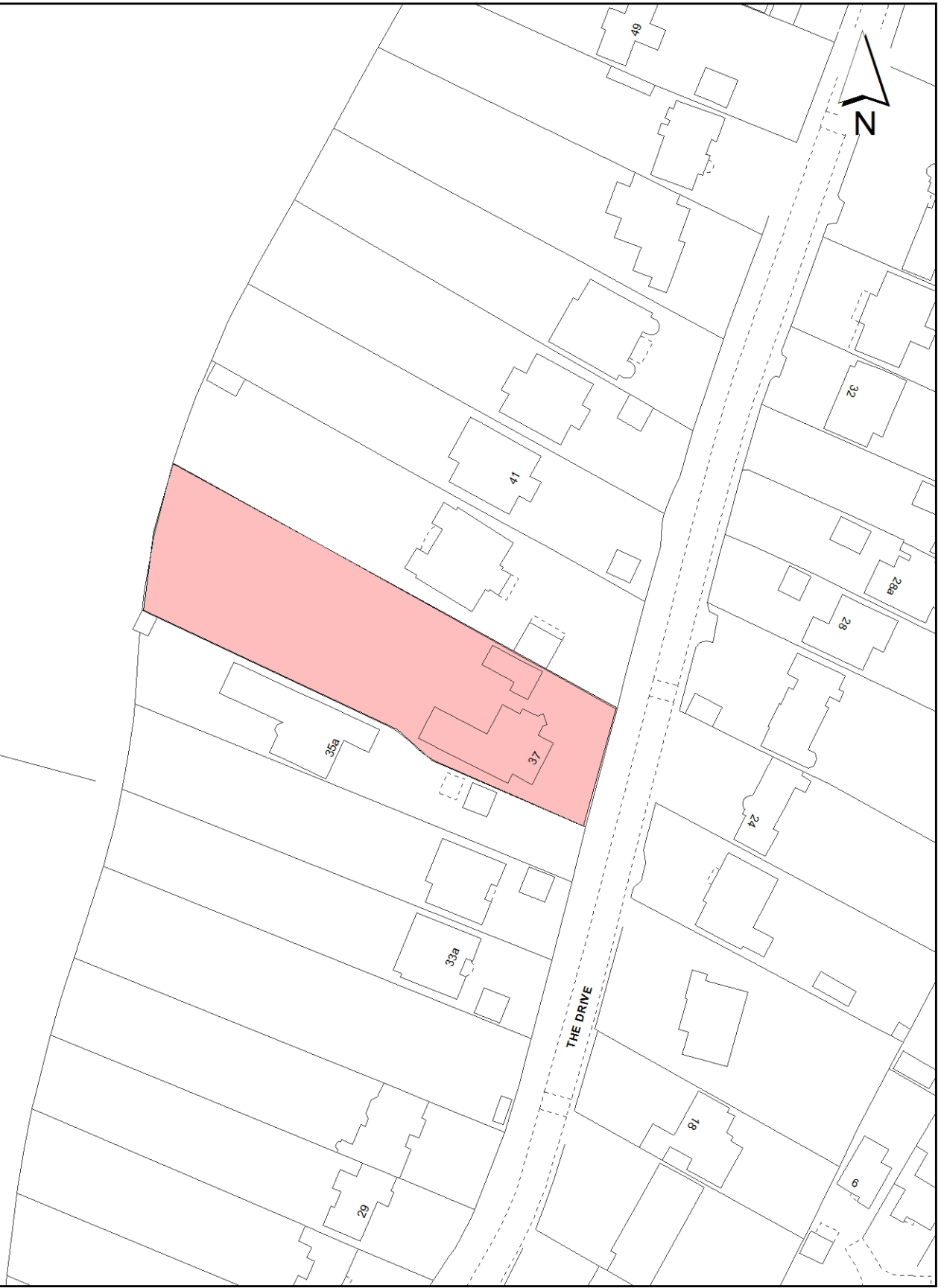
NPPF (March 2012)  
London Plan (March 2015)  
Hillingdon Local Plan (November 2012)  
HDAS: Residential Layouts  
HDAS: Accessible Hillingdon

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230

Course

e Golf Course



**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 2016 Ordnance Survey 100019283

Site Address:

**37 The Drive  
Ickenham**

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

Planning Application Ref:  
**24043/APP/2015/3509**

Scale:  
**1:1,250**

Planning Committee:  
**North**

Date:  
**March 2016**



**HILLINGDON**  
LONDON