

Report of the Head of Planning, Sport and Green Spaces

Address 10 JACKETS LANE NORTHWOOD

Development: 3 x two storey, 5-bed detached dwellings with habitable roof space and 1x two storey, 4-bed, detached dwelling with associated parking, amenity space and landscaping with installation of vehicular crossovers and demolition of existing dwelling house

LBH Ref Nos: 70543/APP/2016/154

Drawing Nos: 1300/PLN/203 Rev A
1300/PLN/204 Rev A
1300/PLN/213
Drainage Statement dated 9th October 2016 by Golder Associates
Aboricultural Impact Assessment dated July 2015 ref DAA AMS 0
Design and Access Statement
1300_loc_001
1300_PLN_201
1300/PLN/202
1300/PLN/205
1300/PLN/206
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1300/PLN/212
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1300_pln_008
1300_pln_209 Rev A
1300_pln_210 Rev A
1300_pln_211 Rev B
1300_pln_214 Rev A

Date Plans Received:	14/01/2016	Date(s) of Amendment(s):	09/03/2016
Date Application Valid:	21/01/2016		21/01/2016
			14/01/2016

1. SUMMARY

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and BE19 states the LPA will seek to ensure that new development within residential areas compliments or improves the amenity and the character of the area.

The proposal is not considered have a negative impact upon the visual amenity of the site, the surrounding area, the adjacent Listed Building or the nearby Green Belt. It is also considered that the proposal would not result in a significant loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. The provision of 2 off street parking spaces for each residential unit is acceptable in this location and the proposed the crossover is not considered to detract from pedestrian or highway safety.

As such the application is recommended for approval.

The application has been called in for a committee decision and a petition has been submitted objecting to the proposal.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

Non-monetary contributions:

i) Highways Works S278/S38 on Jackets Lane.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

C) That the Head of Planning and Enforcement be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) If the Legal Agreements have not been finalised by 1st July 2016 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways works). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved the following conditions be imposed, subject to any changes negotiated by the Head of Planning and Enforcement, prior to issuing the decision:

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 1300/PLN/203 Rev A; 1300/PLN/204; 1300/PLN/208; 1300/PLN/207; 1300/PLN/206; 1300/PLN/205; 1300/PLN/201; 1300/PLN/202; 1300/PLN/210 Rev A; 1300/PLN/209 Rev A; 1300/PLN/211 Rev B and 1300/PLN/214 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 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details and mitigation shown in the submitted documents:

- Drainage Statement dated 9th October 2016 by Golder Associates
- Agricultural Impact Assessment dated July 2015 ref DAA AMS 01

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

4 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

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

5 RES13 Obscure Glazing

The first floor side windows of all residential units hereby approved 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the side walls or roof slopes of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garages, sheds or other outbuildings, nor extension or roof alteration to any dwellinghouses shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

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

8 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 how it:

a) Manages Water: The scheme shall demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

i. incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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

i. incorporate water saving measures and equipment.

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

e) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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 that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

9 RES6 Levels

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

REASON

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

10 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)

11 RES9 Landscaping (car parking & refuse/cycle storage)

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

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)
- 3. Schedule for Implementation
- 4. Other
 - 4.a Existing and proposed functional services above and below ground

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan

(2015).

12 NONSC Non Standard Condition

All residential units within the development hereby approved shall be built in accordance with Part M4(2) of the Building regulation standards as set out in the Councils 'Accessible Hillingdon' adopted guidance note.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2015) Policies 3.1, 3.8 and 7.2.

INFORMATIVES

1 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

2 I47 Damage to Verge - For Council Roads:

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

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

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

3 I15 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 Councils Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

5 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) 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. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

6

Please note the requirements of the General Permitted Development Order. Alterations to front gardens are only within permitted development rights, if it complies with the following condition:

Where the area of ground covered by the hard surface, or the area of hard surface replaced, would exceed 5 square metres, either the hard surface shall be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwelling house Guidance on how alter a front garden appropriately can be found on the RHS website: <https://www.rhs.org.uk/science/pdf/climate-and-sustainability/urban-greening/gardening-matters-front-gardens-urban-greening>

7

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north eastern side of Jackets Lane a traditional country lane, enclosed by mature vegetation giving access to a small number of detached properties set within substantial gardens. The site comprises a large detached property, characterised by the white rendered finish with the brick surround around the entrance door providing an element of detail to the principle facade. There is a small traditional detached garage on the north western boundary set down from the land level of the existing dwelling. To the rear of the property there is a large landscaped garden and a number of other small traditional garden buildings. There are also two large protected Oak trees located towards the centre of the north western boundary.

The country lane and adjacent open Green Belt Land, provides the surrounding area with a semi-rural characteristic. To the east and south are more modern housing developments including Hurst Place and Glynswood Place. To the west is a 16th Century timber framed, Grade II listed property known as The Cottage (no. 12 Jackets Lane).

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and located adjacent but outside of the Green Belt. The site is also covered by TPO 505.

3.2 Proposed Scheme

The proposal is for the demolition of the existing detached dwelling and the erection of 3 x two storey, 5-bed detached dwellings with habitable roof space and 1x two storey, 4-bed, detached dwelling with associated parking, amenity space and landscaping, with the installation of vehicular crossovers, with 2 of the proposed dwellings facing and accessed from Jackets Lane and the other two from Hurst Place.

3.3 Relevant Planning History

70543/APP/2015/2992 10 Jackets Lane Northwood

4 x two storey, 5-bed, detached dwellings with habitable roofspace with associated parking, amenity space and landscaping with installation of vehicular crossovers involving demolition of existing dwelling house

Decision: 06-11-2015 Refused

70543/PRC/2015/4 10 Jackets Lane Northwood

Erection of 4 detached dwellings involving demolition of existing dwelling.

Decision: 19-03-2015 OBJ

Comment on Relevant Planning History

70543/APP/2015/2992 - 4 x two storey, 5-bed, detached dwellings with habitable roofspace with associated parking, amenity space and landscaping (refused)

70543/PRC/2015/4 - Erection of 4 dwellings (objection)

The previous application was refused on the basis of the scale and design of the proposed dwellings resulting in a cramped and undesirable form of development; the impact on the setting of the adjacent listed building; the close proximity of plot 4 resulting in a loss of amenity to the occupiers of 4 Glynswood Place and the intensification of use of a

substandard road.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

EC2 Nature conservation considerations and ecological assessments

EC6 Retention of wildlife habitats on derelict or vacant land

H5 Dwellings suitable for large families

OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

OL5 Development proposals adjacent to the Green Belt

LPP 3.8 (2015) Housing Choice

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 7.4 (2015) Local character

LPP 7.8 (2015) Heritage assets and archaeology

NPPF National Planning Policy Framework

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary

Planning Document, adopted July 2006

LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- **23rd February 2016**

6. Consultations

External Consultees

21 neighbours were consulted for a period of 21 days expiring on the 12 February 2016. Four responses were received from nearby residents who have raised the following issues:

- Out of character for this confined area
- Loss of privacy
- Cul de sac already over crowded with cars, the service area is too small and already struggle to manoeuvre
- Safety and lives at risk as emergency vehicles will be unable to manoeuvre
- Problems with drainage and flooding
- Pressure on local services
- Increase traffic, noise and pollution
- The houses on Hurst Place are not in keeping with the others
- The common areas on Hurst Place are maintained at the expense of the existing 5 houses. Part of this land is now planned for plots 3 & 4, are there going to be any fencing for this division? Who will be liable for on-going maintenance?
- Impact on the setting of the listed building
- The plans submitted does not accurately reflect the proximity or impact on 4 Glynswood Place
- The loss of amenity to 4 Glynswood Place is increased by nearer proximity of the house in plot 4
- Moving plot 4 closer fails to resolve the loss of privacy
- Increased bulk and proximity results in over dominance
- The number of first floor windows on the flank facing 4 Glynswood Place has been increased and would need to be frosted and fixed shut
- Significant amount of mature trees/screening have already been lost around the two boundaries intersection the properties.
- The trees inferred as screening between no. 4 Glynswood Place and plot 4 are deciduous and in poor condition
- Loss of outlook
- Loss of privacy to our private amenity space
- Loss of sunlight
- Line of sight at 45 degrees does not mean they would need to 'lean out' of the window as the developer asserts
- Our master bedroom and lounge would be within 21m and 45 degrees
- Our patio will be 14.4m
- Backland development contrary to policy
- Over development of the site
- Increased traffic flow leading to impact on the highway safety for pedestrians and bridleway traffic
- Any supporting statements submitted by the applicant have been paid for by the developer and should be treated accordingly
- Precedence set by approval at 12 Jackets Lane should not inform or influence the decision for 10 Jackets Lane
- The developer should be encouraged to renovate the existing dwelling

Officer response:

Concern has been raised regarding the parking in the turning area restricting access. The proposal includes access from the turning areas to proposed plots 3 and 4, which should ensure that additional vehicles would no longer be able to park in these areas, which would ensure better access and manoeuvrability for all vehicles (including emergency vehicles) in the cul de sac. Issues relating to the maintenance of the common areas are civil issues and not material considerations in the context of the assessment of this proposal. All other issues raised are addressed in the relevant sections of the report.

Northwood Residents Association:

No response

A valid petition in objection containing 27 signatures was also received on the 11 March 2016.

Internal Consultees

Access Officer:

No response

Trees/Landscape:

This application has been subject to pre-application discussions and the proposed tree retention and landscape proposals reflect the outcome of the discussions. None of the trees covered by a TPO will be impacted as a result of the proposed works. No objection subject to condition.

Highways:

The site has a very poor PTAL 1a, indicative of developments highly likely to be dependent on car use. Jackets Lane to the west of Hurst Place comprises an adopted but unmade single carriageway with a variable width between 2.7m - 4.0m and there are no footways or street lighting. Hurst Place serves 4 dwellings and is made up and includes footway/lighting.

The application is supported by a transport statement including traffic and pedestrian counts from the existing dwellings on Hurst Place and Jackets Lane. This is used to assess the traffic and pedestrian movements likely to be generated from the consents at 12 Jackets Lane and the current proposal. There are errors and inconsistencies within the data. The results indicate the am peak hour traffic flows (two way) will be increased from 14 to 20 vehicle/hour and pedestrian flows increased from 5 to 7 per hour. Corresponding changes during the pm peak hours indicate (with errors) increase of 16 to 23 vehicles and pedestrians 8 to 11 per hour.

The proposed development would provide two dwellings off Jackets Lane and two from Hurst Place. The existing access off Jackets Lane would be closed and located centrally along the frontage. Visibility sightlines corresponding to vehicular speed of approximately 20mph only would be provided. It is also proposed that the section between the access and Hurst Place would be resurfaced, street lighting provided and the hedges trimmed to provide a shared surface for vehicles and pedestrian use. Provision of additional footway would only be provided at the end of Hurst Place, adjacent to the turning head. Overall the access proposals for Jackets Lane are not considered adequate to satisfactorily/safely accommodate movements of refuse collection/delivery vehicles, emergency service vehicles, cars and pedestrians.

Whilst the proposed development would not generate large volumes of traffic/pedestrian movements, improved access along Jackets Lane are considered necessary. These improvements would require widening the road to 4.5m to allow two way traffic flow, the inclusion of pedestrian footway/street lighting all to adoptable standards. Such improvements would provide standards of access to the new development via Jackets Lane, comparable with the provision of access to Hurst Place.

A S106/S278 agreement will be required for all highway works and adoption. The proposed development would provide 10 car parking spaces in excess of LBH requirements contrary to Policy AM14. Cycle parking should be provided.

OFFICER COMMENT - Please see section 7.10 of this report for a full assessment and response to the Highways comments.

Flood and Water Management:

No objection in principle however there has been increased flooding reports in this area and it is important that surface water is controlled appropriately. Prior to the commencement of any works a suitable scheme of sustainable water management must be submitted.

Conservation and Urban Design:

The site lies next to a 16th Century timber framed Grade II listed building The Cottage (12 Jackets Lane). The existing property with a few commendable characteristics is well situated in a large plot adjacent to Green Belt land. Jackets Lane can be described as a traditional country lane, enclosed by mature vegetation, with a small number of modest properties set within substantial gardens along it. The country lane and adjacent Green Belt provides the surrounding area with a semi rural characteristic. Therefore it is important the existing character is maintained and retained where appropriate. To note 12 Jackets Lane has approval for two dwellings to the rear.

Whilst the loss of the existing dwelling is regrettable there is scope to develop the site. There are no objections to the principle of the residential development and partly traditional architectural appearance of the proposed properties. It is important that the proposed new dwellings and any other enhancements to the site and road, respect the existing dwellings on the adjacent plots as well as the established character of the road.

From an Urban Design perspective, the addition of 4 new dwellings would increase the density on the existing plot, creating a compact development. There are concerns in regards to the impact caused by the proposed dwelling on plot 4 on the neighbouring property no. 4 Glynswood Place. The site currently benefits from natural screening from trees, as these are proposed to be removed the proposed dwelling would compromise the private amenity space of the neighbouring property. There are also issues of privacy, sightline and outlook. This amendment does not address the previous reason for refusal and it is recommended the plot 4 is amended to address the impact on the neighbouring property. Revisions to the internal layout may need to be considered; alternatively the dwelling design for plot 1 may be suitable for plot 4.

Whilst plot 1 would be sited closer in proximity to the Listed Building when compared to the existing dwelling, the amendments from the previously submitted scheme are noted improvements in regard to respecting the immediate setting of the designated heritage asset. The proposed cat slide roof maintains a suitable gap between the two properties and reduces the overall bulk of the property making it less dominating and more harmonious in the general streetscene. The single access off Jackets Lane would be a commendable feature and further planting along the site boundary and Jackets Lane would enhance the rural character of the road and contribute positively to the setting of the Listed Building.

Whilst improvements to Jackets Lane may be necessary, the scale of the improvements need to be weighed against the setting and significance of the Listed Building. Jackets Lane is characterised as a rural lane and is noted as a permissive Bridleway. The 'lane-like' characteristic contributes to the rural nature of the Listed Buildings and forms part of its overall setting. Any proposal to include further lighting, widen and formalise the road in any manner may compromise the setting of the Listed Building and have a detrimental impact on the character of the property.

Side facing windows would need to be obscure glazed and all materials conditioned for submission

prior to final approval.

Environmental Protection Unit:
No objections from a noise point of view

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF has a requirement to encourage the effective use of land by re-using land. This is an existing residential unit set in a spacious plot. The site lies within an established residential area where there would be no objection in principle to the intensification of the residential use of the site, subject to all other material planning considerations being acceptable, in accordance with the Hillingdon Local Plan (November 2012).

Given the residential character of the area adjacent to the plot, there is no policy objection to the development of the site to provide additional residential accommodation, subject to an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies and supplementary guidance.

7.02 Density of the proposed development

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

The site has a Public Transport Accessibility Level (PTAL) of 1b (very poor). The London Plan (2015) range for sites with a PTAL of 0 to 1 in an urban area is 35-65 units per hectare. Based on a total site area of 0.1169ha the site would have a residential density of 15 units per hectare, which is significantly less.

The density matrix, however, is only of limited value when looking at small scale development such as that proposed with this application. In such cases, it is often more appropriate to consider how the development harmonises with its surroundings and its impact on adjoining occupiers.

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

See section 7.07 of this report.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

An area of Green Belt is located along the north western boundary of the site. Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not allow developments adjacent to or conspicuous from the green belt that would injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The proposed development sits along side the existing residential developments of Glynswood Place, Hurst Place and the proposed development to the rear of 12 Jackets Lane. It is not considered the additional dwellings would result in a significant visual impact on the adjacent Green Belt. The proposed scheme therefore complies with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The general design of the proposed dwellings appears relatively traditional and the elements previously considered unacceptable, such as the crown roof detail, have been removed from this proposal. The design of plot 1 has also been amended in line with the Conservation Officer's recommendations. Whilst the proposed dwelling would be sited in closer proximity to the adjacent Listed Building when compared to the existing dwelling, the proposed cat slide roof form maintains a suitable gap between the two properties. The cat slide roof form also reduces the overall bulk of the property making it a less dominating structure and more harmonious with the general street scene.

It is therefore considered that the proposed development would be in keeping with the character and appearance of the surrounding area and that its visual impact is acceptable. The proposal would not be in accordance with policies BE10, BE13 and BE19 of the UDP saved policies.

7.08 Impact on neighbours

The Council's HDAS 'Residential Layouts' advises at paragraph 4.9 that buildings should avoid being over dominant from neighbouring properties and normally a minimum 15m separation distance should be maintained between habitable room windows and elevations of two or more storeys (taken from a 45 degree splay from the centre of habitable room windows). Paragraph 4.12 of the guidance also advises that where habitable room windows face each other, a minimum 21m distance is required to safeguard privacy. This also applies to an area of private amenity space or patio, normally taken to be the 3m depth of rear garden immediately adjoining the rear elevation of a residential property.

Plots 1 and 2 present a staggered frontage facing towards Jackets Lane, with plot 1 set back from the road by 17.25m and set in from the boundary with no.12 by 2.5m. Plot 2 is set back 20.8m from the road and set in from the boundary with no. 8 by 1.3m. Plot 1 is separated by 10.5m from no. 12, which is set further forward in its plot and away from the boundary. Plot 2 is separated from the main side wall of no 8 by 2.85m and set forward by approximately 3m. However it is noted that plot 2 occupies a similar position in the plot to the existing dwelling. The primary windows face front and rear and the proposed side windows serve the stairs or bathrooms, so could be conditioned to be obscure glazed and fixed shut.

Plots 3 and 4 are set at right angles to plots 1 and 2 and have a level frontage facing Hurst Place. Plot 3 is to the rear of plot 2 and separated by 15.6m from the single storey rear projection of the family room of plot 2 to the side elevation of plot 3. Plots 3 and 4 are set 2.3m apart. The primary windows face front and rear with the habitable rooms of the properties opposite on Hurst Place set approximately 31.6m from the front windows of the proposed dwellings. At 12 Jackets Lane, 2 dwellings have been approved in the rear garden but are orientated facing Jackets Lane, with the side elevation of plot 2 (of that development) the nearest, at a minimum distance of 18.6m from proposed plot 4 where the windows along that part of the elevation serving non habitable rooms.

Concerns have been raised by the owners of 4 Glynswood Place which is situated to the east of plot 4, regarding the potential loss of privacy and overlooking of their property. HDAS advises that in order to ensure adequate daylight, sunlight and privacy for the occupiers of the existing and proposed dwellings, a 45 degree principle will be applied. This

involves drawing a 45 degree line of site from the mid-point of an existing or new window. If the proposed building breaches that line it is unlikely to be acceptable. HDAS further advises that an adequate distance should be maintained to any area from which overlooking may occur and as a guide, not be less than 21m between facing habitable rooms. It is noted that the two buildings do not directly face one another but follow a parallel line, with the dwelling in plot 4 set from the boundary by 3m and no. 4 Glynswood Place set back by 8.1m, therefore any overlooking would be at an oblique angle. In order to address the loss of privacy issues raised in the previous submission the originally submitted plans moved plot 4 forward to increase oblique angle of view and further limit the potential loss of privacy. However this was considered to further increase the bulk of the proposed dwelling along the boundary of the site resulting in an increased loss of outlook for the occupiers of no.4 Glynswood Place. Revised plans have moved the position of the proposed dwelling back to the originally proposed building line but also moved it further from the side boundary to increase separation distances. From the site plan submitted it is acknowledged that a line of site at 45 degrees would still intersect with 4 Glynswood Place, the distances have been increased to approximately 22.5m to the corner of the building at first floor level and 20m to the corner of the ground floor projection. The increased distance from the side boundary of plot 4 would also allow for additional planting to provide additional screening to further minimise any potential increase in loss of outlook or privacy. Therefore on balance it is considered that the proposal would not result in a significant loss of privacy to the occupiers of no. 4 Glynswood Place. As such the proposal would be in accordance with policies BE21 and BE24 of the UDP saved policies and HDAS Residential Layouts.

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has since adopted these new national technical standards through a minor alteration to The London Plan. This alteration is in the form of the Housing Standards MALP (2016) sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. The proposed dwellings have a floor area of a minimum of approximately 185sqm in excess of the minimum requirements and therefore is considered acceptable. All bedrooms exceed the minimum area requirements.

It is considered that all the proposed habitable rooms, would have an adequate outlook and source of natural light, and therefore comply with the SPD: New Residential Layouts: Section 4.9.

The development provides 340 sqm; 171 sqm; 303 sqm and 264 sqm of private amenity space for units 1, 2, 3 and 4 respectively, which exceeds the 100 sqm required, in accordance with the Council's adopted standard. The proposal therefore complies with policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

The accompanying plans indicate an area for cycle storage within the garages. No designated refuse storage has been identified but this could be conditioned if all other aspects of the proposal were acceptable.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policies AM7 and AM14 are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that

new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a provision of 2 spaces per dwelling. The proposed plans indicate the provision of 2 car parking spaces to the front of each dwelling in addition to the associated space within the garage, which is in excess of the adopted requirements. A Ministerial Statement (25 March 2015) highlights the Government's view that "arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the Government abolished national maximum parking standards in 2011." The Ministerial Statement therefore introduced additional text to be read alongside paragraph 39 of the NPPF. It states "Local Planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.". In this context given the limited scale of the development proposed and the works to be undertaken to highway, it is not considered the Council would have grounds to restrict or reduce the level of car parking proposed.

The proposal will lead to an intensification of use of the site with associated traffic movements. The site has very poor public transport accessibility (PTAL=1a) and will therefore be more reliant on other modes of travel. In particular the Highways Officer has raised concerns on highway safety grounds. They have advised the existing vehicular and pedestrian access via Jackets Lane is not satisfactory because:

- i. it is narrow (2.7m - 4.0m), and poor unmade condition that would not be suitable for two way car movements or for use by service and emergency vehicles;
- ii. there are no footways for pedestrians and the verges are substantially overgrown with vegetation;
- iii. there is no street lighting; and
- iv. there will be intensification of use along a section of Jackets Lane fronting the site as a result of the proposed development and the recent consent granted for development at 12 Jackets Lane.

As a result, the Highways team have recommended that improvements are secured to provide an adoptable highways layout outside the application site, which would involve road widening and substantial loss of trees on the opposite side of Jackets Lane.

Further to the previous refusal on similar grounds the applicant have submitted a Transport Statement in support of this application including traffic and pedestrian counts to assess movements likely to be generated from the proposal and also considers the impact of the two additional dwellings to the rear of no. 12 Jackets Lane. Those dwellings were approved under planning application 67677/APP/2015/328, where it was considered that the requirement to make up the access would not be proportionate on the basis of two additional residential units. Having regard to the information provided for the traffic flow uplift for 3 additional units (including the two approved) it is noted that the proposed developments would still not generate a significant increase in traffic/pedestrian movements. The applicants have therefore put forward proposals for trimming back of the existing hedgerow, the resurfacing of the existing lane and installation of a proposed street light to the front of the repositioned access.

It is noted that the Conservation Officer has advised that from conservation perspective and having regard to the setting of the adjoining Listed Building, The Cottage (12 Jackets Lane), Jackets Lane can be described as a traditional country lane enclosed by mature vegetation, which in conjunction with the adjacent Green Belt land provides the surrounding area with a semi rural characteristic. Therefore it is important the existing character is maintained and retained where appropriate. Whilst the improvements to Jackets Lane may

be necessary, the scale of the improvements needs to be weighed against the setting and significance of the Listed Building. Jackets Lane is characterised as a rural lane and is noted as a permissive Bridleway. The 'lane-like' characteristic contributes to the rural nature of the Listed Buildings and forms part of its overall setting. Any proposal to include further lighting, widen and formalise the road in any manner may compromise the setting of the Listed Building and have a detrimental impact on the character of the property.

The section of road in question measures approximately 50m in length and runs from the side of 1 Hurst Place to the boundary with The Cottage (12 Jackets Lane). The lane curves slightly to the right (north west) in front of no. 8 Jackets Lane but any vehicle in front of 10 Jackets Lane would still have a clear view of vehicles or pedestrians at the junction with Hurst Place and vice versa. Therefore whilst the making up of the road to a full adoptable standard may be preferable from a highway perspective, on balance it is considered that given the limited increase in traffic/pedestrian movements set against the need to retain the rural characteristic of the lane, the proposed improvements would adequately address highway concerns. The proposed improvement works would be secured via a legal agreement.

7.11 Urban design, access and security

Secured by Design is now covered by Part Q of the Building Regulations.

7.12 Disabled access

If the scheme is found acceptable a condition would be recommended to secure the development was built to M4(2) in accordance with Policy 3.8 c of the London Plan.

7.13 Provision of affordable & special needs housing

Not applicable to this application

7.14 Trees, Landscaping and Ecology

The Council's Landscaping Officer has advised that the proposals comply with the advice given within pre application discussions and that subject to condition there is no objection to the scheme with regard to trees or landscaping.

7.15 Sustainable waste management

Not applicable to this application

7.16 Renewable energy / Sustainability

Not applicable to this application

7.17 Flooding or Drainage Issues

The Drainage Officer has also advised that whilst there is no objection in principle to the development there have been increased reports of flooding in this area and that prior to the commencement of any works a scheme for the provision of sustainable water management must be submitted and approved by the Local Planning authority.

7.18 Noise or Air Quality Issues

Not applicable to this application

7.19 Comments on Public Consultations

The issues raised have been addressed appropriately in the report.

7.20 Planning Obligations

The proposal would necessitate the provision of a legal agreement to secure highway improvement works. Based on the information before officers at this stage the scheme would be liable for payments under the Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not Applicable

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

Members should also consider whether a planning decision would affect human rights, in

particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposal is for the demolition of the existing dwelling and erection of 4 detached dwelling with associated amenity and parking provision. It is not considered the proposal would have a negative impact upon the visual amenity of the site, the surrounding area, the adjacent Listed Building or the nearby Green Belt. It is also considered that the proposal would not result in a significant loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers.

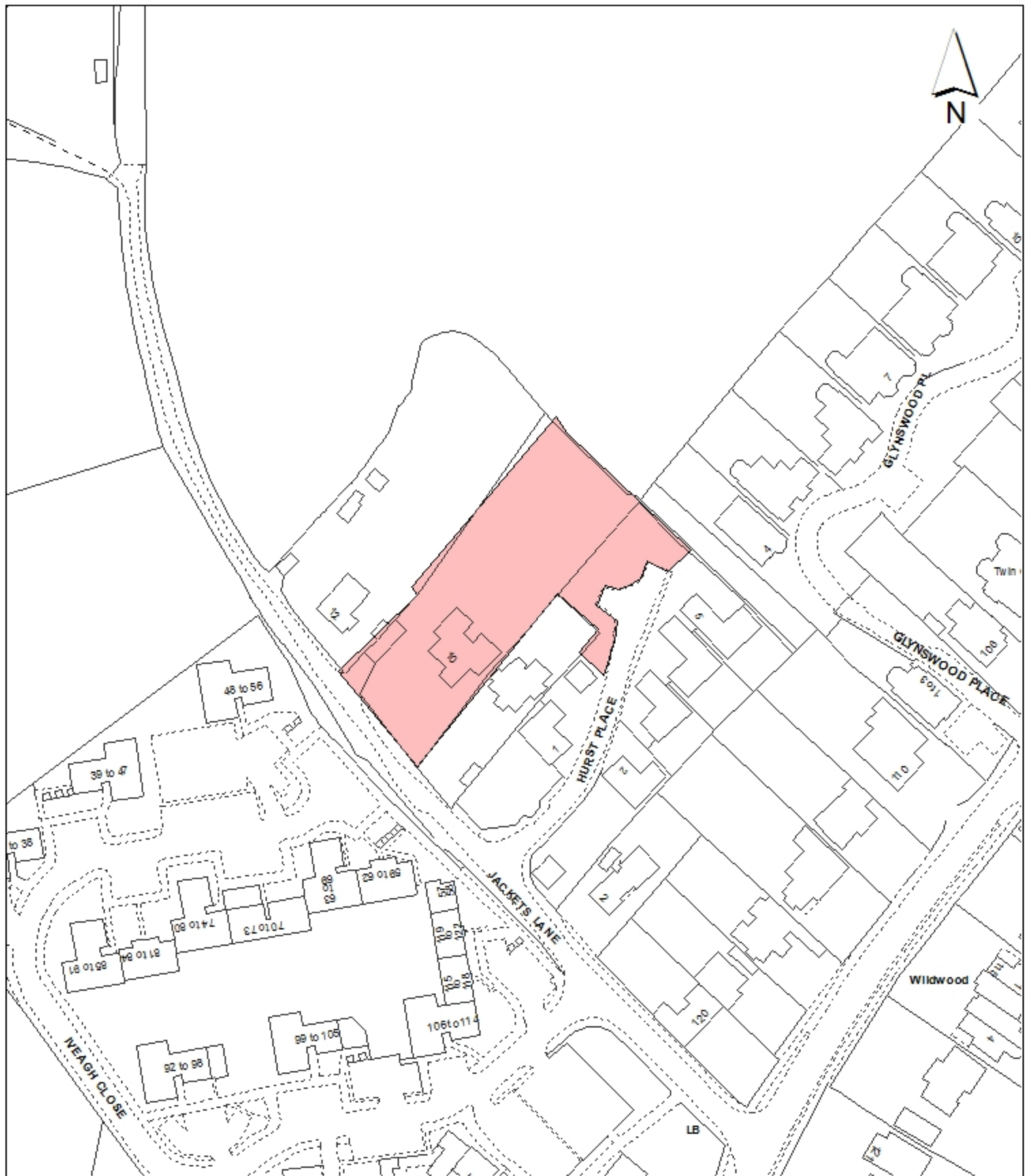
As such the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan Part 2
The London Plan (2015)
Supplementary Planning Document 'Accessible Hillingdon'
National Planning Policy Framework

Contact Officer: Liz Arnold

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Notes:

 Site boundary

For identification purposes only.

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**10 Jackets Lane
Northwood**

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section

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

Planning Application Ref:

70543/APP/2016/154

Scale:

1:1,250

Planning Committee:

North

Date:

April 2016



HILLINGDON
LONDON