

Report of the Head of Planning, Sport and Green Spaces

Address 52 BUSHEY ROAD ICKENHAM

Development: One two storey 4-bedroom detached dwelling and one single storey 3-bedroom detached bungalow with associated off-street parking spaces, bin/cycle storage and amenity space and installation of vehicular crossover to front (involving demolition of garage to side/rear)

LBH Ref Nos: 71297/APP/2016/529

Drawing Nos: 151224/01 - Location Plan
151224/02 - Site Plan
Design and Access Statement
151224/04 Rev A
151224/05 Rev A
151224/06 Rev A
151224/07 Rev A
151224 / 08 Rev B Street Scene
151224 / 03 Rev D

Date Plans Received: 10/02/2016 **Date(s) of Amendment(s):** 10/02/2016
Date Application Valid: 10/02/2016

DEFERRED ON 14th July 2016 FOR FURTHER INFORMATION .

This application was deferred at the committee of the 14th July 2016 in order that further information relating to the impact of the development, particularly in relation to overlooking to Nos. 50a and 54, could be sought.

An amended site plan (reference 151224/03 Rev D) has been provided which shows the layout of the windows at first floor level in the proposed bungalow. A sight line taken at 45 degrees from the first floor bedroom window in the front of No. 50a does not, at distance of 21 metres, dissect either the rear facing first floor window or the side dormer window serving the rear bedroom in the proposed bungalow. On the basis of this clarification there would be no requirement for the rear facing first floor window of the bungalow to be obscurely glazed.

The report has been updated to include the additional conditions that were previously proposed under the Committee Addendum Sheet. These relate to obscure glazing for any windows in the side elevations of the proposed two storey dwelling, obscure glazing for the central dormer window on the proposed bungalow, the provision of suitable sight lines for the proposed crossover, and the closure of the existing vehicular access and associated reinstatement of the footway.

1. SUMMARY

This application proposal seeks planning permission for the demolition of the existing single storey detached bungalow on the site and erection of a two storey 4-bedroom detached dwelling and a single storey 3-bedroom detached bungalow with associated off-street parking spaces, waste bin/cycle storage and amenity space, and installation of vehicular crossover to front (involving demolition of garage to side/rear).

The application has been referred to the Planning Committee because of the receipt of a

petition and representations from local residents.

Notwithstanding the location of the application site in a prominent corner plot junction, it is considered that the proposed development by reason of its acceptable design, scale, form, proportions and footprint, would not constitute over-development of the site, and it would not constitute an over-dominant, obtrusive and/or overbearing impact on the character, appearance and visual amenities of the Bushey Road and Chiltern Close streetscenes.

The proposed new dwellings on the site would not cause any detrimental impact on the residential amenities currently enjoyed at adjacent properties in the immediate locality, in respect of natural light, outlook, overshadowing and visual intrusion. There are no privacy issues arising and adequate separation distances are proposed to avoid direct overlooking of adjacent properties to the sides and rear.

Satisfactory living environments would be provided for potential future occupants of the proposed dwellings in the form of internal floorspaces that exceed minimum required space standards, as well as adequate usable rear garden amenity spaces.

The proposed off-street parking provision with new associated vehicle crossover in a central position, is acceptable and would not be likely to result in a demand for additional on-street parking for occupants of the proposed dwellings. The new crossover and off-street parking would not have any adverse implications for general highway and pedestrian safety in the locality given the provision of appropriate visibility splays, and adequate soft-landscaping would be provided in the front gardens to ensure the preservation of the appearance of the streetscenes.

For these reasons, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 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 COM4 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 151224/01 and 151224/02 (Received on 10/02/2016) and 151224/03 Rev B, 151224/04 Rev A, 151224/05 Rev A, 151224/06 Rev A, 151224/07 Rev A and 151224/08 Rev A (Revised and received on 21/04/2016), 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 COM7 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

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 (2015). 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 (soakaway) 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. identify vulnerable receptors, i.e WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) 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.

d) 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.

e) 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 in accordance with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 5.12 (Flood Risk Management) of The London Plan (2015), the 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 (2015) and conserve water supplies in accordance with Policy 5.15 (Water use and supplies) of The London Plan (2015).

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

2.a Means of enclosure/boundary treatments

2.b Hard Surfacing Materials

3. Schedule for Implementation

4. Other

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

4.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 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 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 garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) 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, BE22, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) 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 walls or roof slopes of the development hereby approved.

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 HO6 Obscure Glazing

The windows in the first floor side elevation of the two storey detached dwelling facing No. 54 Bushey Road and the single storey detached dwelling hereby approved, as well as the dormer windows in the northern side roofslope of the single storey detached dwelling 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

9 COM6 Levels

The bungalow property hereby approved shall not exceed a maximum height of 5.8 metres.

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 HO6 Obscure Glazing

The first floor window in the east facing, rear elevation of the bungalow 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

11 H11A Visibility Splays

Unobstructed sight lines above a height of 0.6 metres shall be maintained on both sides of

the repositioned access and new shared vehicular crossover for site, for a distance of at least 2.4m in both directions along the back edge of the footway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

12 H12 Closure of Existing Access

The existing vehicular access at the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policy AM8 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.

AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units

H5	Dwellings suitable for large families
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
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
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.3	(2015) Sustainable design and construction
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.16	(2015) Waste self-sufficiency
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4 147 Damage to Verge - For Council Roads:

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

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

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

5 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any

form of encroachment.

6 15 Party Walls

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

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

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

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

7 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

8

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>

You should ensure that water from your front drive does not flow on to the Highway

otherwise enforcement action could be undertaken to ensure this is rectified.

3. CONSIDERATIONS

3.1 Site and Locality

The application site constitutes a corner plot on the eastern side of Bushey Road and on the northern corner of the junction of Bushey Road and Chiltern Close, a small residential cul-de-sac.

The site currently comprises a single storey detached bungalow in a central position, a carport to the southern side and garages/outbuilding farther to the southern side and rear. The properties in that immediate section of Bushey Road consist of a mix of detached bungalows, and two storey semi-detached and detached dwellings. The immediate adjacent property to the north of the application site is the two storey semi-detached dwelling at No. 54 Bushey Road, whilst the immediate adjacent property to the south (on the southern corner of the junction) is the single storey detached bungalow at No. 36 Bushey Road. The properties to the rear of the site on Chiltern Close, consist of both detached bungalows and semi-detached houses. Directly opposite the application site on the western side is the grounds of the Breakspear School.

The site is situated within the 'Developed Area' as identified in the adopted Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3.2 Proposed Scheme

Revised plans have been submitted with this application, which seeks permission for the demolition of the existing bungalow on the site and erection of a two storey 4-bedroom detached dwelling and a single storey 3-bedroom detached bungalow with associated off-street parking spaces, waste bin/cycle storage and amenity space, and installation of vehicular crossover to front (involving demolition of garage to side/rear).

The proposed dwellings would front onto Bushey Road and they would have front elevations that maintain the established front building line on that section of the eastern side of the highway. The proposed two storey detached dwelling would be 7.5m high with a main pyramidal hipped roof, a front projection with lower pitch roof and front porch with pitch roof canopy. The detached dwelling would be 8m wide and 11m deep. The dwelling would maintain a gap to the northern boundary with the adjacent dwelling at No.54 by 1m to the front and 1.4m to the rear. The proposed single storey detached bungalow would be 8m wide, 11m deep and 5.8m high. The bungalow would have a gable pitch roof and feature three dormers with barn-hipped roofs and obscure-glazed windows in the northern side roofslope facing the proposed two-storey detached dwelling. The dormers would each be 2.7m wide, 1.85m high and 2.7m deep. The bungalow would maintain a gap of 1.45m to the southern boundary with the adjoining Chiltern Close highway.

Two off-street parking spaces would be provided for each dwelling in the front gardens, and new 0.6m high brick walls and a new 4.8m wide centrally positioned vehicular crossover would be provided at the back of the adjoining footpath. An existing crossover on the front boundary would be reinstated as part of the adjoining footpath. Storage for cycle spaces (two per dwelling) and waste bins (two per dwelling) would be provided inside the sub-divided existing outbuilding at the rearmost part of the rear garden. Two doors in the existing 2m close-boarded fence along the rear boundary would allow access to and from

Chiltern Close to the rear. Two rear gardens of approximately 11m depth are proposed and they would comprise usable amenity areas of approximately 108.4 sq.m for the proposed two storey dwelling and approximately 76 sq.m for the proposed bungalow.

This application follows on from the refusal of permission for a previous application (reference 71297/APP/2015/3835), which was refused permission on 21/12/2015 for two, two storey, 4-bedroom semi-detached dwellings with associated parking and amenity space and installation of vehicular crossover to front (involving demolition of the existing bungalow).

3.3 Relevant Planning History

71297/APP/2015/3835 52 Bushey Road Ickenham

2 x two storey, 4-bed, semi detached dwellings with associated parking and amenity space and installation of vehicular crossover to front involving demolition of existing bungalow

Decision: 21-12-2015 Refused

71297/PRC/2016/7 52 Bushey Road Ickenham

Demolition of existing detached dwelling and erection of 2 new detached dwellings

Decision: 12-04-2016 OBJ

Comment on Relevant Planning History

71297/APP/2015/3835 - Two, two storey, 4-bedroom semi-detached dwellings with associated parking and amenity space and installation of vehicular crossover to front (involving demolition of the existing bungalow)

Decision: Refused on 21/12/2015.

Reasons for refusal:

i) The proposal by reason of its siting in this open prominent position would result in the loss of an important gap characteristic to the area, resulting in a cramped appearance. The proposal would therefore represent an overdevelopment of the site to the detriment of the character and the visual amenities of the area and to this existing open area of the street scene. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2011) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

ii) The proposal would result in the provision of a crossover of excessive width which allied to its position and the fact that the parking layout would result in vehicles reversing onto the street very close to the junction with Chiltern Close would result in conditions that are detrimental to highway and pedestrian safety contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

Following on from the refusal of permission for the above application, the applicant sought formal pre-application advice for a scheme similar to this application proposal (reference 71297/PRC/2016/7) on 12/01/2016. The applicant was advised that the proposal, based on the submitted plans and supporting documents could not be supported at application

stage, as it would result in an unacceptable impact upon the character and appearance of the street scene. The applicant was advised to change the crown roof design of the proposed two storey dwelling and the flat roof design of the dormers in the proposed bungalow. The applicant was also advised to reduce the bulk of the dormers and set in the bungalow further away from the southern side boundary with the Chiltern Close highway. The proposed parking layout and vehicular crossover would have to be amended to incorporate one shared crossover, at least one parking bay to be parallel with Bushy Road, re-instating of the existing vehicular crossover as part of the adjoining footpath, provision of pedestrian visibility splays with no obstruction over 0.6m high at the back of the footpath and to each side of the proposed vehicular access.

The plans submitted with this application proposal broadly reflect the pre-application advice given.

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.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- H3 Loss and replacement of residential accommodation
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- OE7 Development in areas likely to flooding - requirement for flood protection measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
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
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.3	(2015) Sustainable design and construction
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.16	(2015) Waste self-sufficiency
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

13 neighbouring properties and the Ickenham Residents Area were consulted about the application by letter dated 12/02/2016 and a site notice was also displayed in the area on 22/02/2016.

A petition containing 37 signatures and objecting to the application has been received from local residents. 1 letter of support and 7 letters of objection have also been received from local residents. 1 letter of objection has also been received from the Ickenham Residents Association. The grounds of the objections are summarised below:

- Over-development
- Loss of existing bungalow and out of keeping with character of area.
- Over-dominance as a result of excessive height
- New vehicular crossover and parking spaces will remove available on-street spaces and result in additional traffic and parking problems in area
- Close proximity of new crossover to junction and to the adjacent School will constitute traffic hazard
- Visual impact on streetscene as a result of loss of street greenery
- Use of rear access for parking onto Chiltern Close
- Loss of sunlight/daylight and outlook

- Overlooking and loss of privacy

CASE OFFICER'S COMMENTS:

With regards to the objection about use of a rear access for parking on Chiltern Close to the rear, it should be noted that a rear vehicular access is not proposed. Access in the form of doors in the existing 2m high rear boundary fence would only be used as access to the cycle and waste bin storage at the rearmost parts of the rear gardens.

The grounds of the letter of support received are:

- Proposed vehicular crossover and parking will improve parking on that corner of Chiltern Close
- Proposal will visually improve the site, which is currently unsightly with various wooden outbuildings in the garden
- Existing traffic and parking problems are associated with the adjacent School.

Ickenham Residents Association:

This second proposal is still an over-development of the site to the detriment of the character and the visual amenities of the area and has failed to overcome the Council's first reason for refusal on 21.12.15, i.e. it would not retain sufficient gaps or spacing expected, which would result in a cramped form of development.

Local residents have contacted the Association with their concerns about this overdevelopment and point out that the closeness to Breakspear Road School is not even mentioned, which causes parking problems at present and would do so even more with the above proposal. We understand that the original bungalow houses 3 people at the moment, whereas the proposed developments could possibly house up to 11 peoples with relating traffic movements.

There is also concern about the proposed second exit at the rear of the property into Chiltern Close for bins and a cycle shed, which would lead to more traffic and community vehicle movements in this approach road.

We strongly object to this application and are completely in the hands of your Planning Team with their greater expertise and facilities, and trust they will take our points into consideration to arrive at the correct decision.

Internal Consultees

HIGHWAYS OFFICER - Initial Comments:

- The site has very poor public transport accessibility (PTAL=1a). Provision for two car parking spaces per dwelling complies with LBH maximum parking standards.
- The proposed layout of the car parking and vehicular crossovers should be amended to provide a single shared crossover and with at least one parking bay to be parallel with Bushy Road. Existing crossover should be reinstated as footway. Unobstructed pedestrian access to the dwellings should be maintained.
- Pedestrian visibility splays measuring 1.5m x 1.5m with no obstruction over 0.6m high, should be provided at the back of footway and to each side of the vehicular access.
- It is recommended that a low wall (600mm with pedestrian gates) be provided at the back of footpath, to each side of the crossover - so as to prevent vehicles manoeuvring over / across the adjacent footpath.

Subject to the above, there are no highway objections.

CASE OFFICER COMMENTS: The applicant has submitted a revised proposed car parking layout plan that satisfactorily addresses the requirements of the Highways Officers.

DRAINAGE OFFICER:

The minor development scheme sits on a plot that is shown to be "At risk of surface water flooding" on the Environment Agency (EA) Mapping. A suitable condition should be added to this decision, requiring the submission and approval of a scheme for the provision of sustainable water management prior to the commencement of any works.

TREES OFFICER:

The site is occupied by a bungalow on the east side of Bushey Road, at the junction with Chiltern Close, a small residential cul de sac. The bungalow is sited centrally within an exceptionally wide plot, with a driveway, car port and garage along the southern boundary and garden space to the front, rear and north side of the building. While the garden is well-established, there are no specimen trees or features of merit, which would constrain development.

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

Landscape Considerations:

- No trees or other landscape features of merit will be affected by the proposal.
- The proposal includes the provision of two off-street parking space, to the front of each house.
- Both houses will also benefit from having front gardens (approximately 50% front garden coverage).
- Bin and bike stores have been discretely sited in the rear gardens near the back boundary which has gated access to Chiltern Close.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATION: No objection, subject to the above observations and imposition of a condition in respect of the submission and approval of a soft/hard landscaping scheme (Condition code RES9).

WASTE DEVELOPMENT OFFICER:

Space is allocated for waste storage which is good practice. Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer.

The current waste and recycling collection systems are: -

- Weekly residual (refuse) waste - using sacks / bins purchased by the occupier
- Weekly dry recycling collection - using specially marked sacks provided by the Council.
- Weekly green garden waste collection - three specially marked reusable bags (each approximately 80 litre capacity) provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags.
- Weekly collection of textiles provided - using specially marked purple tinted sacks
- Weekly collection of food waste for residents wishing to participate. Those in the scheme are provided with a 7 litre internal 'caddy' and a 23 litre external storage container.

The waste and recycling should be presented near the curtilage of the property on Bushey Road when it is the allocated collection day.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In terms of the principle of the proposed development, there is no material objection to the replacement of an already established residential use on the site, and which is within an established residential area.

The National Planning Policy Framework (NPPF) (2012) specifies that there is a presumption in favour of sustainable development, which is described for decision taking as "approving development proposals which accord with the development plan." As a core planning principle the effective use of land is encouraged by reusing land that has been previously developed (Brownfield land).

Policy 3.5 of The London Plan (2015), specifies that 'Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live'.

The application site currently comprises of a single storey detached bungalow, with garages/outbuildings to the side and rear, which constitute 'previously developed land'. There is a presumption in favour of residential development on previously developed (Brownfield) land subject to other material planning considerations.

Subject to normal development control criteria and having regard to The London Plan (2015) and the Council's policies and guidelines, it is considered that the proposal would provide an increase in smaller housing stock within the Borough and is acceptable in principle, as it would provide additional housing within an area of low public transport accessibility.

The proposal therefore accords with Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) in that respect, and there are, in principle, no objections to the development of the site.

7.02 Density of the proposed development

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

Paragraph 4.1 of the Council's adopted HDAS SPD: Residential Layouts (July 2006) specifies that in new developments, numerical densities are considered to be more appropriate to larger sites and will not be used in the assessment of schemes of less than 10 units, such as this proposal. However, density is only one indicator for the acceptance of the scheme, and other considerations such as impact to the character of the area, internal floor areas and external amenity space would carry far more weight. The key consideration is therefore whether the development sits comfortably within its environment rather than a consideration of the density of the proposal.

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

Not applicable, as the application site does not comprise any statutorily or locally listed buildings, and is not situated within any Archaeological Priority Zone, Conservation Area or

Area of Special Local Character.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application. The site is not situated within the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design.

Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements and improves the character and amenity of the area. Policy BE5 of the Local Plan (Part Two) requires new developments within Areas of Special Local Character (ASLC) to harmonise with the materials, design features, architectural style and building heights predominant in the area.

Policy BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies a requirement for all new buildings of two or more storeys to be set back a minimum of one metre from the side boundary for its full height.

Paragraph 4.27 of the Residential Layouts SPD specifies that careful consideration should be given to building lines, and that these should relate well to the existing street pattern. Paragraph 5.6 of the HDAS SPD gives specifies that corners and junctions typically provide a more complex set of constraints than simple lengths of streets, and will often require a more sophisticated approach. Corner sites are often highly visible and give an opportunity to create a strong landmark building up the quality of the urban character for the area as a whole.

The objections to the proposed development from local residents in respect of over-development, over-dominance (as a result of height), out of keeping with the character of the area and visual impact on streetscene greenery are noted.

It is noted that the application site is visually prominent on both the Bushey Road and Chiltern Close streetscenes, given that it is significantly wider and more spacious in area than several adjacent sites in the immediate locality. The central positioning of the existing bungalow dwelling further emphasises the considerable sense of open spaciousness particularly to the southern side boundary with the Chiltern Close highway. A key factor therefore in the assessment of this proposal is the level of reduction, in particular by the proposed bungalow dwelling, on this spaciousness of the site.

The proposed two storey dwelling would be set in from the northern side boundary by 1m at the nearest point and it would only be 0.5m higher than the closest adjacent dwelling to the north at No.54. Given that there would be a gap of 4.2m between the flank walls of the proposed dwelling and the dwelling at No.54, it is considered that this gap would be adequate to offset any visual and/or dominating impact on the streetscene arising from the 0.5m height differential between the proposed two storey dwelling and the dwelling at No.54. The proposed two storey dwelling would be narrower than the adjacent dwelling at No.54, and its pyramidal hipped roof form is such that it would not feature any unacceptable crown section, and it would be characteristic of the general hipped roofscape in the immediate locality. As such, the design of the proposed two storey dwelling is

considered acceptable and that it would not result in any detrimental impact on the Bushey Road streetscene.

There would be an acceptable gap of 2m between the proposed two storey dwelling and the proposed bungalow dwelling, with a 1m set-in of the dwellings from their respective southern and northern side boundaries. The siting of the proposed two storey dwelling to the north and proposed bungalow dwelling to the south is considered an acceptable setting, as this positioning would reflect the existing transition of the higher adjacent two storey dwellings to the north (with the closest being No.54) to the lower single storey bungalow dwellings on the application site and the adjacent dwelling to the south (across the intervening Chiltern Close highway) at No.36.

There is an existing single storey side extension on the adjacent dwelling to the south (across the intervening Chiltern Close highway) at No.36. This encloses the space between the original part of the building the access road to the properties to the rear in Chiltern Close. Any development therefore at number 52 that extends towards Chiltern Close would further reduce the remaining space and increase this sense of enclosure.

The previous application (reference 71297/APP/2015/3835) was refused (in part) due to the siting of the proposed dwellings resulting in the loss of an important gap characteristic to the area, resulting in a cramped appearance. The set back from the side elevation of the house proposed under the previous application was 1.45 metres and the proposed bungalow would be set back from the southern side boundary by the same distance of 1.45 metres.

Previously the refused scheme proposed semi detached properties with a half hipped roof design very similar to that already evident at numbers 54 and 56, the half hip meaning that the eaves level along the southern boundary was 4.5 metres. In contrast, the bungalow now proposed has a pitched roof that slopes away from Chiltern Close and the eaves level proposed is much lower at 2.75 metres.

The height of the houses proposed under the previous scheme was 6.9 metres to the ridge and the half hipped design meant the full height of the roof was set away from the edge of the site by 4.3 metres. The pitched roof of the proposed bungalow is shown as 5.8 metres high. The overall impact of the roof further reduced as it is hipped away from Chiltern Close. The apex of the ridgeline is set 5.5 metres away from the edge of the site. The height of the overall building can be conditioned to ensure it remains as shown on the plans.

It is considered that the gable pitch roof design of the proposed bungalow dwelling is acceptable, and the proposed dormers to the northern side roofslope would not constitute a precedent on the streetscene, given the existence of front, side and rear dormers in neighbouring properties in the area. Paragraph 7.7 of the Council's adopted HDAS Residential Extensions (December 2008) specifies that 'a dormer window or roof extension must be constructed in the centre of the roof face. Paragraph 7.8 specifies that as a guide, any roof extension to a detached dwelling house should be set at least 1m below the ridge level, at least 1m above the eaves level and at least 1m from the sides of the roof. The scale, bulk and design of the proposed side dormers are such that it is considered they would constitute proportionate additions to the proposed bungalow dwelling, and be sufficiently contained within the northern side roofslope. The 'barn-style' hipped roofs of the side dormers are such that they would visually relate well with the characteristic pitch roof design of dormers in neighbouring properties, and ensure the breakup of the massing of

the proposed bungalow dwelling. It is therefore considered that the proposed dormers would compliment and harmonise with the character and appearance of the streetscenes and wider area.

The scale and design of the proposed rooflights in the proposed bungalow dwelling are considered acceptable, and it is also helpful to note that both the proposed two storey dwelling and bungalow dwelling would incorporate fenestration and design features that are characteristic of the immediate locality.

The bungalow is not positioned any further away from the site boundary than the previous application which was refused on the basis of its erosion of space. However, this current scheme is both lower in overall height and lower to the eaves. In addition the orientation of the roof means that the roof slopes away from Chiltern Close. There would continue to be a greater visual impact of the proposed development over and above the existing bungalow on the site. However, this impact is now less than that represented on the previously refused application. On balance it is considered that these factors in combination are sufficient to overcome the previous reason for refusal.

The proposal is therefore considered to accord with the design objectives of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the advice contained within the HDAS SPDs: Residential Layouts and Residential Extensions.

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that new buildings should not result in the loss of sunlight or loss of residential amenity. Policy BE20 specifies that 'buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded'. Policy BE21 specifies that 'planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Paragraph 4.11 of the Residential Layouts HDAS gives advice that the 45 degree line of sight principle will be applied to new development, to ensure the amenity of adjoining occupiers and future occupiers are protected. Paragraph 4.9 of the HDAS SPD specifies that a minimum acceptable distance to minimise the negative impact of overbearing and overshadowing is 15m. Paragraph 4.12 of the HDAS SPD requires a minimum of 21m distance between facing habitable room windows to prevent overlooking and loss of privacy.

The objections from the local residents in respect of loss of light, outlook, overlooking and loss of privacy are noted.

The proposed dwellings would not directly back onto any neighbouring dwellings, and their rear garden boundaries would back onto a turning head area on Chiltern Close. The relationship with the adjacent dwelling to the north at No.54 is not unusual, given that it would be sited in a linear street of dwellings. The proposed two-storey detached dwelling will be set in 1m and 1.4m from the side boundary with the adjacent dwelling at No.54, and would project beyond the rear wall of that adjacent dwelling by 2.4m. The submitted plans demonstrate that the proposed two storey dwelling would not breach any 45 degree line of sight from the nearest edges of the closest rear facing windows (ground and first floors) at the dwelling at No.54, therefore ensuring there would be no form of overshadowing or loss

of light and outlook for the occupiers at No.54.

The distance between the rear of the proposed two storey dwelling and the western side elevation of the closest neighbouring property to the rear, No. 50A Chiltern Close, is approximately 13.9m. It should be noted that it is not the same type of building relationship that applies with the 15m HDAS guideline as the buildings are not parallel to one another. The side elevation of the dwelling at No.50A would have a north-eastern orientation in relation to the rear of the proposed dwelling. The western side elevation of the dwelling at No.50A does not consist of any habitable room windows. The first floor rear windows of the proposed dwelling would only look directly onto the front drive of No.50a and not directly into any habitable rooms. Oblique views could be possible from the first floor window in the rear, eastern facing, window of the bungalow. To address this, it is recommended that an obscure glazing condition be imposed on any approval granted.

The proposed two storey dwelling would feature first floor windows in its northern and southern flank walls, which would serve non-habitable rooms. It is however considered expedient to recommend a condition to ensure that these windows are permanently obscure-glazed and non-opening from a height of 1.8m below the finished floor level of those rooms.

The proposed bungalow dwelling would have no adverse implications for residential amenities at the closest adjacent dwelling to the south at No.36, given the intervening Chiltern Close highway. The distance between the front elevation of the dwelling at No. 50A Chiltern Close to the rear and the rear elevation of the proposed bungalow would be approximately 21m, which complies with the guidance in paragraph 4.12 of the HDAS SPD. It has been considered that the 1m separation of the proposed bungalow from its northern side boundary with the proposed two storey dwelling is acceptable, and the proposed side dormers would be obscure-glazed. Even though two of the side dormer windows would serve habitable rooms, these dormer windows would constitute secondary openings for these habitable rooms.

It is considered therefore that the proposed development would be unlikely to result in any adverse impact on the residential amenities currently enjoyed by the occupiers of adjacent properties. Accordingly, in this regard, the proposed development would comply with the guidance contained in Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the guidance contained in the Residential Layouts HDAS SPD.

7.09 Living conditions for future occupiers

Policy 3.5 of The London Plan (2015) specifies that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

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 and the Mayor of London has adopted them as the Housing Standards Minor Alterations to The London Plan (March 2016). Table 3.3 of the adopted standards specify that for a two storey 4-bedroom 8 people dwelling, the required minimum gross internal area should be 124 sq.m, whilst it should be a minimum gross internal area of 102 sq.m for a two storey 3-bedroom 6 people dwelling.

The proposed two storey dwelling would consist of 4 bedrooms, whilst the proposed detached bungalow dwelling would consist of 3 bedrooms. The total internal area for the proposed two storey detached dwelling would be approximately 176 sq.m, whilst the total internal area for the proposed bungalow would also be approximately 176 sq.m. These provided floor areas would therefore significantly exceed the required minimum floor areas specified in the space standards, and ensure the proposed dwellings constitute satisfactory living environments for potential future occupiers.

The submitted plans show that all the proposed habitable rooms would maintain an adequate outlook and source of natural light, therefore complying with the standards in the Mayor of London's Housing SPG (December 2012) and the Housing Standards Minor Alterations to The London Plan (March 2016).

External Amenity Space

The Residential Layouts and Residential Extensions HDAS SPDs give guidance that for a:

- 3 bedroom house, at least 60 sq.m of private amenity space should be provided, and for a
- 4 or more bedroom house, at least 100 sq.m of private amenity space should be provided.

The submitted plans show that the proposed two storey detached dwelling, which would consist of 4 bedrooms, would have approximately 108.40 sq.m of private rear garden space. The proposed detached bungalow dwelling, which would consist of 3 bedrooms, would have approximately 76 sq.m of private rear garden space.

Therefore the proposed development complies with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) in respect of the provision of adequate usable amenity space.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 specifies that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards, which states that a maximum of 2 spaces should be allocated per dwelling.

The objections from local residents in respect of parking and traffic problems and hazard as a result of the siting of the new vehicular crossover in close proximity to the Breakspear School is noted.

The submitted plans show that each of the proposed dwellings would have 2 off-street parking spaces in their front gardens, and these spaces would be arranged in parallel and at right angles to the highway. The Council's Highways officer has not raised any objection in this regard, as the arrangement would allow for ease of passage and safe manoeuvrability of vehicles within the curtilages of the sites. Therefore, it is considered that the proposal would be unlikely to result in an increase in the demand for additional on-street parking to the extent that this would be prejudicial to both pedestrian and highway safety in the immediate vicinity. Storage for two cycles per dwelling is provided in the outbuilding in the rear gardens, which complies with the Local Plan and The London Plan standards.

It is also instructive to note that the existing vehicular crossover, which is sited very close to the junction with Chiltern Close, would be blocked off and re-instated as part of the adjoining footpath. Furthermore, the sole new crossover proposed would be sited further away from that junction and have a central positioning. The Highways Officer has not raised any objection to the width of the crossover and associated visibility splays, and the 0.6m high low-level walls provided along the front boundary would not be obstructive, and help guard against any overhanging of vehicles onto the adjoining footpath.

Given the above considerations, the proposal would provide adequate and sustainable transport/parking facilities within the site, and it would not be detrimental to highway/pedestrian safety in the immediate locality, thereby compliant with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted car parking standards.

7.11 Urban design, access and security

It has been considered that the proposed development would incorporate a level of design that would not detract from the preservation of the character and appearance of both the Bushey Road and Chiltern Close streetscenes.

The proposed development would incorporate an acceptable level of accessibility and it would feature entrances and openings to the primary front elevation, which look out towards the Bushey Road highway, and ensuring that natural surveillance of the proposed dwellings from the highway is maintained.

7.12 Disabled access

Policy 3.5(c) of The London Plan requires all new homes to be built to Lifetime Homes standards. However, the new national standards, which comprise of new additional 'optional' Building Regulations on water and access, substitute this Lifetime Homes requirement. From October 2015, the new national standards specifies that the requirement should be interpreted as 90% of homes to meet Building Regulation M4(2) - 'accessible and adaptable dwellings'.

Policy 3.5(d) of The London Plan requires ten per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. From October 2015, the new national standards specifies that this should be interpreted as requiring ten per cent of new housing to meet Building Regulation M4(3) - 'wheelchair user dwellings'.

The proposal incorporates only two new dwellings and as such, they do not constitute 'Wheelchair User dwellings'. The requirements of Part M4(3)4 is therefore not applicable in this regard. The submitted plans show the provision of adequate corridor/lobby/door opening widths and bathroom furniture layouts, which can enable bathrooms to be used as wet rooms in future, as well as the provision of level threshold access to the primary ground floor front entrance doors. As such, it is considered that the dwellings have been designed to Part M4(2)3, as set out in Approved Document M to the Building Regulations 2015, and comply with the requirements of Policy AM13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 3.5 and 3.8 of The London Plan (March 2015) in this regard.

7.13 Provision of affordable & special needs housing

Not applicable with this applicable.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies seeks the protection and retention of existing trees and landscape features of merit, and considers

where appropriate the provision of additional landscaping as part of a proposed development.

Presently, there are no trees of any high amenity value within the site. Even though four off-street parking spaces with associated hardsurfacing are proposed within the front gardens of the two proposed dwellings, the Council's Trees Officers have commented that the proposal has made provision for additional soft landscaping and planting with more than 25% coverage of the front gardens. The Trees Officers has however recommended a suitable condition to ensure the implementation of a landscaping scheme, which would ensure an attractive and complementary appearance of the dwellings on the streetscene.

This would help ensure compliance with the requirements of Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The proposal incorporates residential development for single family occupancy, and there would be adequate scope within the curtilages and rear gardens of the sites for the secure storage of domestic waste (refuse and recycling).

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has commented that the site is situated on a plot, which is shown to be "At risk of surface water flooding" on the Environment Agency (EA) Mapping. The Officer has therefore recommended the addition of a suitable condition to this decision, requiring the submission and approval of a scheme for the provision of sustainable water management prior to the commencement of any works.

This would help ensure compliance with the requirements of Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 5.12, 5.13 and 5.15 of The London Plan (March 2015).

7.18 Noise or Air Quality Issues

There are no adverse noise or air quality issues to address as part of this application proposal.

The proposed development would not result in an over-intensification of the established residential use of the application site.

7.19 Comments on Public Consultations

The representations (objection and support) from local residents in form of a petition and letters have been discussed extensively above in the main section of this report.

7.20 Planning Obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

COMMUNITY INFRASTRUCTURE LEVY

The total CIL liability has been calculated as £33,440.00

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. **Observations of the Director of Finance**

Not applicable to this application.

10. **CONCLUSION**

Notwithstanding the location of the application site in a prominent corner plot junction, it is considered, on balance, that the proposed development by reason of its acceptable design, scale, form, proportions and footprint, would not constitute over-development of the site, and it would not constitute an over-dominant, obtrusive and/or overbearing impact on the character, appearance and visual amenities of the Bushey Road and Chiltern Close streetscenes.

The proposed new dwellings on the site would not cause any detrimental impact on the residential amenities currently enjoyed at adjacent properties in the immediate locality, in respect of natural light, outlook, overshadowing and visual intrusion. There are no privacy issues arising and adequate separation distances are proposed to avoid direct overlooking of adjacent properties to the sides and rear.

Satisfactory living environments would be provided for potential future occupants of the proposed dwellings in the form of internal floorspaces that exceed minimum required space standards, as well as adequate usable rear garden amenity spaces.

The proposed off-street parking provision with new associated vehicle crossover in a central position, is acceptable and would not be likely to result in a demand for additional on-street parking for occupants of the proposed dwellings. The new crossover and off-street parking would not have any adverse implications for general highway and pedestrian safety in the locality given the provision of appropriate visibility splays, and adequate soft-landscaping would be provided in the front gardens to ensure the preservation of the appearance of the streetscenes.

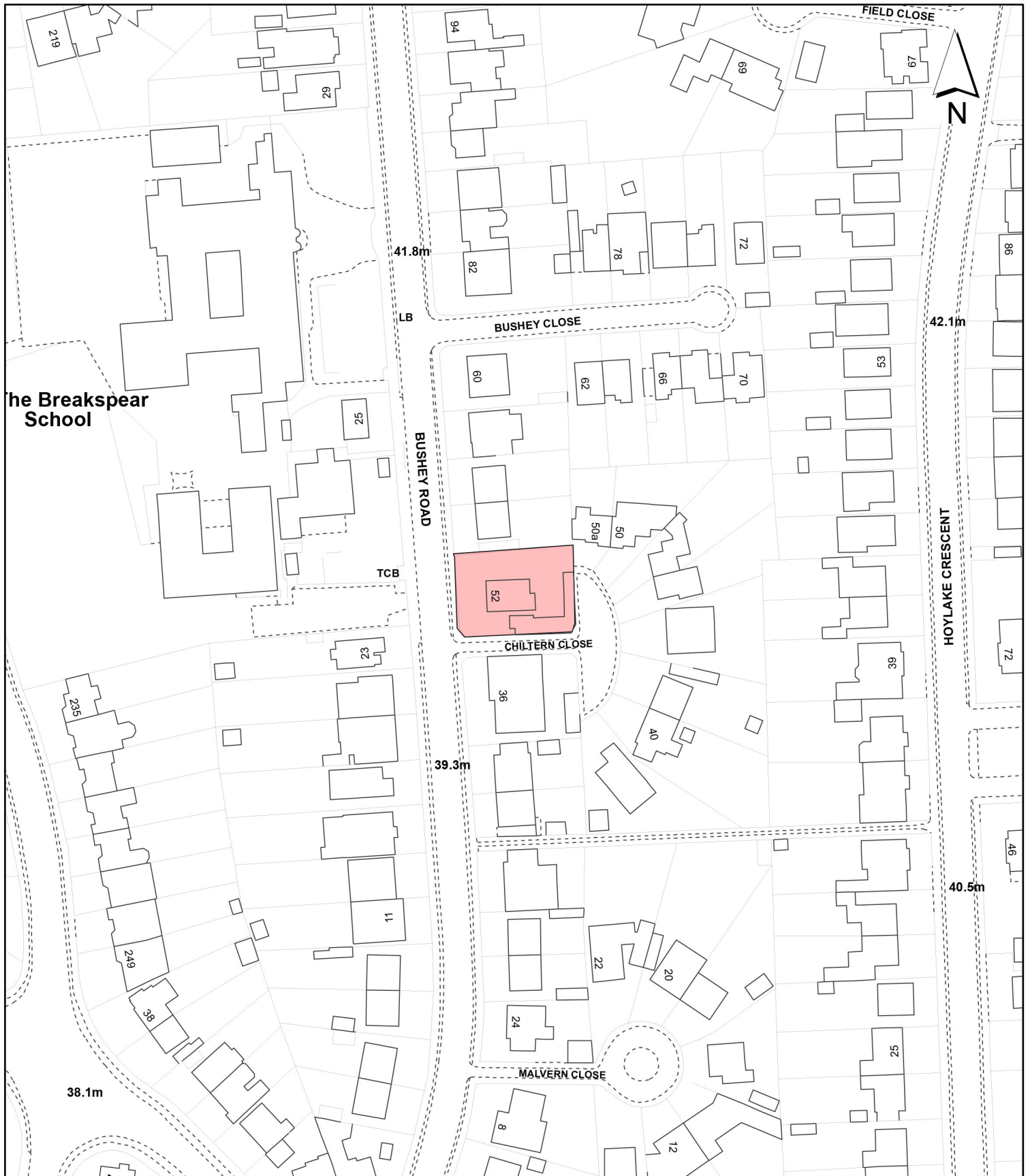
As such, the proposal is considered to comply with Policies AM7, AM14, BE13, BE15, BE19, BE20, BE21, BE22, BE23, BE24 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and the adopted HDAS SPD: Residential Layouts.

11. **Reference Documents**

The London Plan (2015).
Hillingdon Local Plan Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Mayor of London's Housing Supplementary Planning Guidance (November 2012)
Housing Standards Minor Alterations to The London Plan (March 2016)
Parking Standards Minor Alterations to The London Plan (March 2016)
Supplementary Planning Document HDAS: Residential Layouts (July 2006)
Supplementary Planning Document HDAS: Accessible Hillingdon (January 2010)
National Planning Policy Framework (March 2012)

Contact Officer: Victor Unuigbo

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**52 Bushey Road
 Ickenham**

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

Planning Application Ref:

71297/APP/2016/529

Scale:

1:1,250

Planning Committee:

North

Date:

August 2016



HILLINGDON
 LONDON