

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

**Address** 5 GRANVILLE ROAD HILLINGDON

**Development:** Conversion of existing dwelling to 1 x 1 bedroom and 1 x 2 bedroom self contained flats

**LBH Ref Nos:** 1404/APP/2017/271

**Drawing Nos:** Planning/Design And Access Statement  
15/HP/23 Rev. B  
15/HP/22  
15/HP/21  
15/HP/20  
15/HP/51 Rev. A  
15/HP/41 Rev. A  
Proposed Site Plan  
Existing Block Plan (1:500)  
Proposed Block Plan (1:500)  
Transport Statement

**Date Plans Received:** 25/01/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 09/02/2017

### 1. SUMMARY

The application seeks planning permission for the conversion of the dwelling into 2 self-contained flats. The proposal does not involve any external alterations to the property and accordingly it does not have any impact upon the character and appearance of the street scene. Furthermore the proposal does not result in any adverse impact upon residential amenity. However the proposal provides an indoor living area of an unsatisfactory size for the occupiers of the first and second floor flat and would give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers. In addition, the proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety.

### 2. RECOMMENDATION

**REFUSAL for the following reasons:**

#### 1 NON2 Non Standard reason for refusal

The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking /queuing to the detriment of public and highway safety and contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

#### 2 NON2 Non Standard reason for refusal

The proposal provides an indoor living area of an unsatisfactory size for the occupiers of

the first and second floor two bedroom flat. The proposal therefore gives rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2016), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

## INFORMATIVES

### 1 I52 **Compulsory Informative (1)**

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

### 2 I53 **Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
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.
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.
H7	Conversion of residential properties into a number of units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes

### 3 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 (2016). 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

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.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application property comprises of a mid terraced two storey dwelling located on the Northern side of Granville Road which lies within the Developed Area as identified within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The property has been recently extended by way of a loft conversion involving a rear dormer window. A single storey rear extension has also been built. The property benefits from one off street parking space and an existing enclosed rear garden measuring approximately 80 square metres. The application property has a right of way over the shared access to the rear garden between numbers 7 and 9 Granville Road.

#### 3.2 Proposed Scheme

The application seeks planning permission for the conversion of the existing house to provide two self contained flats. There are not proposed to be any external alterations to the building. The ground floor flat would comprise of a 1 bed (2 person) flat with open plan kitchen, living area and study with an internal floor area of 61 square metres. The first and second floor 2 bed (4 person) flat would have an internal floor area of 74 square metres. The submitted plans confirm that each property would be provided with an area of external amenity space. The occupants of the second floor flat would be required to access their rear garden area via the shared driveway to the side (given the terraced nature of the property).

#### 3.3 Relevant Planning History

1404/APP/2014/4142      5 Granville Road Hillingdon

Single storey rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflights (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 18-02-2015      Approved

1404/APP/2014/4144      5 Granville Road Hillingdon

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3 metres, and for which the height of the eaves would be 2.8 metres

**Decision:** 21-01-2015      PRN

1404/APP/2015/4553      5 Granville Road Hillingdon  
Conversion of existing house to two self containing flats

**Decision:** 01-02-2016    NFA

1404/APP/2016/1650      5 Granville Road Hillingdon  
Conversion of existing house to two self-contained flats.

**Decision:** 24-11-2016    Refused

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

1404/APP/2016/1650 - Conversion of existing house to two self-contained flats was refused for the following reasons:

1. The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the units, would result in an over-development of the site detrimental to the residential amenity of future occupiers. The proposal is therefore contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposal fails to demonstrate that adequate provision for refuse and recycling storage can be provided within the site, and that the proposal would result in refuse and recycling storage taking place on the public highway to the detriment of local visual amenity and the free and safe movement of pedestrians. The proposal is therefore contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

This application seeks to show that those issues have been overcome in this submission.

1404/APP/2014/4142 - Single storey rear extension and conversion of roofspace to habitable use to include a rear dormer and 2 front rooflights (Application for a Certificate of Lawful Development for a Proposed Development). Approved and implemented.

1404/APP/2014/4144 - Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3 metres, and for which the height of the eaves would be 2.8 metres. Approved and implemented.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1      (2012) Built Environment

## Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
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.
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.
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NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes

## 5. Advertisement and Site Notice

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

## 6. Consultations

### External Consultees

The Oak Farm Residents Association and 4 neighbouring properties were consulted by letter dated 13.2.17 and a site notice was displayed to the front of the site which expired on 15.3.17. 2 responses received raising the following issues:

1. The owners of 9 Granville Road set up the alleygating system to deter burglaries, fly tipping and loitering. The police have advised that the pathway become overgrown with thorns and bushes to deter criminals using the path as a means of escape. The occupants of Number 7 and 9 are the sole users of the alleyway. The alleygate has reduced crime significantly. However, the alleygate is not an alternative back door for gardens.
2. Noise and disturbance from previous building works.
3. Currently there is no garden at the front of number 5, it is a series of cracked concrete paving which does not comply with guidelines on drainage and driveways.
4. The proposed application does not improve nor complement the character of the area. Granville Road has been made up of families for many years and this development would be moving away from encouraging the 'community' to continue as the two flats will not be able to accommodate families due to the size of the flats.
5. It has been proposed that the first floor flat will be able to access the garden through the alleyway

between number 7 and 9 Granville Road. This will not protect the privacy of the occupants at number 7 or 9 Granville Road as this opens up the risk of friends and acquaintances of the occupants of the first floor flat at number 5 having access to the back of the homes of number 7 and 9 which will ultimately result in loss of privacy.

6. The application to use the access of the ally between 7 and 9 Granville would impact the ability for the adjacent sites (which have development potential) to make developments due to the continual access to their amenity.

7. The application proposes to use the driveway for two vehicles. If this is the case this would restrict space for waste disposal. If two cars are parked in the driveway there would not be space available for bins to be provided as proposed in the application. The drive way is not a large space. This will therefore result in waste being left on the pavement which will be inconvenient to the general public who use the walkway.

8. The borough of Hillingdon has a long standing problem with Foxes going through rubbish at night. If the waste at number 5 is not disposed of adequately as there will no doubt be an increase in waste this problem with the foxes is going to increase even further.

9. Acceptance of this application would result in the loss of off-street parking.

10. The application has stated that one off-street parking space will be provided for each flat. This statement is not a true statement as there is not enough space outside number 5 to provide two off street parking spaces. Further, I am unsure how this can be guaranteed as all off-street parking spaces are for all members of the public to use and so guaranteeing a parking space such as this would be impossible.

11. Number 7 already suffers parking issues due to the shops nearby and the open space in front of the property. Vehicles tend to park in front of the house whether it is for a few minutes or for longer period. In attempting to tackle this problem we have registered our driveway (reference PER 223588) as we have been blocked many times during the day and night. Allowing number 5 Granville to be converted into two flats will no doubt increase this issue due to more parking spaces not being available on the road.

12. Granville Road is a bus-route and therefore it is important space is made available for busses to pass through. Granville Road already suffers from heavy traffic especially during peak times as people use Granville Road as a short cut to either join Long Lane and/or bypass the traffic on Long Lane. The additional parked vehicles on the road as a result of this application would increase the difficulty for busses and vehicles to pass smoothly through the road and would as a result increase the traffic on the top end of Granville Road (joining Long Lane).

13. The increase in traffic would impact the ability of occupants of the properties at the top end of the road to exit their properties quickly if they ever have to in an emergency.

14. There is no wall/fence separating the driveway of number 7 and the shared driveway. Providing access to the occupants of the 2-bedroom flat would encourage them to walk across the driveway of number 7 unless a wall/fence is installed. The reason no wall/fence has been installed is because a close member of the extended family is disabled and when visiting on a regular basis their vehicle requires the person adequate space to manoeuvre in and out of the car safely. With a wall/fence erected the door of the car will be unable to fully open and the disabled person will be unable to exit the vehicle adequately.

15. With number 5 Granville being converted into two flats it is a strong possibility that the occupants may not stay for very long periods and therefore the flats will see different occupants on a continuous basis. As a result of this it will be difficult to create a trusting relationship with the occupants which creates a further risk exposure to 7 and 9 Granville. However if the property remains as it is, there is a possibility that a family will occupy the property and remain in the property for a considerable time, thus keeping in line with the character of the community on Granville Road.

Oak Farm Residents Association:

Strongly object to houses being converted into flats. 1. There are more flats being built than houses 2. Residents of any areas need gardens to relax in and when children are born a garden is definitely required especially in these dangerous times we are now experiencing 3. Granville Road is a U2 Bus

Route. It is crowded with vehicles and a nightmare for all drivers (not just Bus Drivers) to use as there are so few gaps. May we suggest that before any decision is made on this application that Granville Road, Long Lane etc are checked in the evening.

Ward Councillor: Requests that the application is reported to Committee for consideration.

### **Internal Consultees**

Highways Officer:

The current proposals would include the same parking provisions as the previous application, which were deemed adequate. Considering that the relevant planning policies have not changed since the previous submission, it is concluded that these provision are still adequate and no objection is raised on highway grounds.

In order to ensure that parking provisions are met, the following conditions are proposed:

- Details of parking arrangements in the forecourt and parking allocation shall be supplied to and approved in writing by the council before commencement of works. The available off street parking space shall be allocated to the 2-bedroom flat.
- Details of secure and covered bicycle storage for a minimum of 2 bicycles shall be supplied to and approved in writing by the council before commencement of works.

Officer note: The submitted plans do not accurately reflect the width of the plot which would not enable the imposition of conditions to secure an acceptable parking layout.

The Landscape Officer raised no objection to the previous application and provided the following comments:

This site is occupied by a mid-terrace house to the East of the junction with Long Lane. There are no TPO's or Conservation Area designations affecting the site. No reference is made to the parking arrangements. However, in common with many of the neighbouring properties, the small front garden has already been paved over, contrary to Hillingdon's design guidance and recommended SUDS practice.

No objection subject to landscape conditions to secure satisfactory parking arrangements, bin storage and amenity space provision (to the rear).

## **7. MAIN PLANNING ISSUES**

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

The application site lies within an established residential area, as such, there would be no objection in principle to the intensification of the residential use of the site, providing that it accords with all relevant planning policies.

In particular, paragraph 7.15 of the Hillingdon Local Plan (November 2012) recognises that Policy H7 of the Hillingdon Local Plan (November 2012) serves to ensure that 'conversions achieve satisfactory environmental and amenity standards'

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

Policy 3.4 of the London Plan (2016) seeks to ensure that new development 'takes 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'.

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, or not, and its impact on adjoining occupiers.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

Not applicable to this application.

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

Not applicable to this application.

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

Policy BE1 of the 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. Furthermore Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

The proposal does not include any external alterations to the property. It is therefore considered, in visual terms, that the proposal would not result in any harm to the visual amenity of the area and that it would be in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.08 Impact on neighbours**

The proposal would not result in any external alterations to the property and is not considered to result in an unacceptable loss of residential amenity to occupants of nearby properties. No details have been provided to demonstrate that adequate sound insulation could be provided; however, this could be dealt with by way of condition in the event of an approvable scheme.

#### **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 adopted the new national technical standards through a minor alteration to The London Plan.

The Housing Standards (Minor Alterations to the London Plan) March 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. A two bedroom (4 person) flat over two stories is required to provide an internal floor area of 79m<sup>2</sup> and a one bedroom (2 person) dwelling is required to provide 50m<sup>2</sup> of internal floor area. With a floor area of approximately 70m<sup>2</sup> the proposed first and second floor flat fails to meet the minimum internal floor area standards in accordance with the London Plan. The proposal therefore provides an indoor living area of an unsatisfactory size for the occupiers of the first and second floor two bedroom flat. The proposal therefore gives rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2015), The Housing Standards Minor Alterations to The London Plan (March 2016), Policies BE19 and H7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016).



Section 4 of the Council's HDAS: Residential Layouts states that developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats which they serve. It should be of an appropriate size, having regard to the size of the flats and the character of the area.

The private rear garden area measures approximately 80 square metres in area. The supporting statement confirms that the area closest to the rear of the building would be utilised by the the ground floor flat (1 bed), with the area of the existing garden furthest away being allocated to the first floor 2 bed flat. This rear area would be accessed via a shared walkway to the rear of the site, access to which is between a gated entrance located between 7 and 9 Granville Road.

The revised application includes the access way to the rear garden within the red edged application site area. Whilst the access to the first floor flat is rather long and convoluted, the applicant has demonstrated that the occupants of the property do enjoy access rights. It is considered, on balance, that it would be unreasonable to refuse planning permission on the grounds of insufficient private amenity space provision for the occupants of the proposed first floor flat.

Concerns have been raised by the occupants of the two properties at 7 and 9 Granville Road, that the proposed development and use of the access pathway to the rear garden would result in an increased security risk. It is noted that the pathway is currently gated. The applicant has confirmed that the occupants of the application property enjoy a right of access across this land to gain access to the rear garden area. The use of this access way would not therefore be increased above any existing use that can be made of it, and it would be unreasonable to refuse the application for this reason.

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

Policy AM7 the Hillingdon Local Plan: Part Two - Saved UDP 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 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The submitted plans indicate that two parking spaces are to be provided on the frontage with 2 secure cycle spaces being provided to the rear. Whilst the submitted plan indicates that both parking spaces would measure 2.4m in width with a pedestrian access of 1m between. It is apparent from the site visit that the width of the frontage is inadequate to provide this parking layout. Furthermore, whilst the submitted plan is annotated to confirm the measurements of each parking space, the actual measurement of each space on the submitted plans of the width of each space is 2.3m which is inadequate. Therefore the proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policy AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

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

These issues are covered elsewhere in the report.

#### **7.12 Disabled access**

Not applicable to this application.

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

Not applicable to this application.

#### **7.14 Trees, landscaping and Ecology**

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The Council's Landscape Officer has confirmed no objection is raised to the proposal subject to the imposition of landscaping conditions to secure acceptable landscaping, refuse storage and car parking layout within the frontage. The proposal is therefore considered acceptable in accordance with Policy BE38 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

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

The submitted plans indicate that refuse storage will be provided for each flat within the frontage and can be secured by way of condition.

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

Not applicable to this application.

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

Not applicable to this application.

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

Noise issues are addressed in the section above.

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

The comments raised by consultees are addressed in the report above.

#### **7.20 Planning obligations**

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

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

Not applicable to this application.

#### **7.22 Other Issues**

No other issues raised.

### **8. Observations of the Borough Solicitor**

#### **General**

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

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

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

#### **Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable to this application.

#### **10. CONCLUSION**

In summary, The principle of development is considered acceptable. The proposal does not involve any external alterations to the property and does not have any impact upon the character and appearance of the street scene. Furthermore the proposal does not result in any adverse impact upon residential amenity. However the proposal provides an indoor living area of an unsatisfactory size for the occupiers of the first and second floor flat and would give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers. In addition, the proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety.

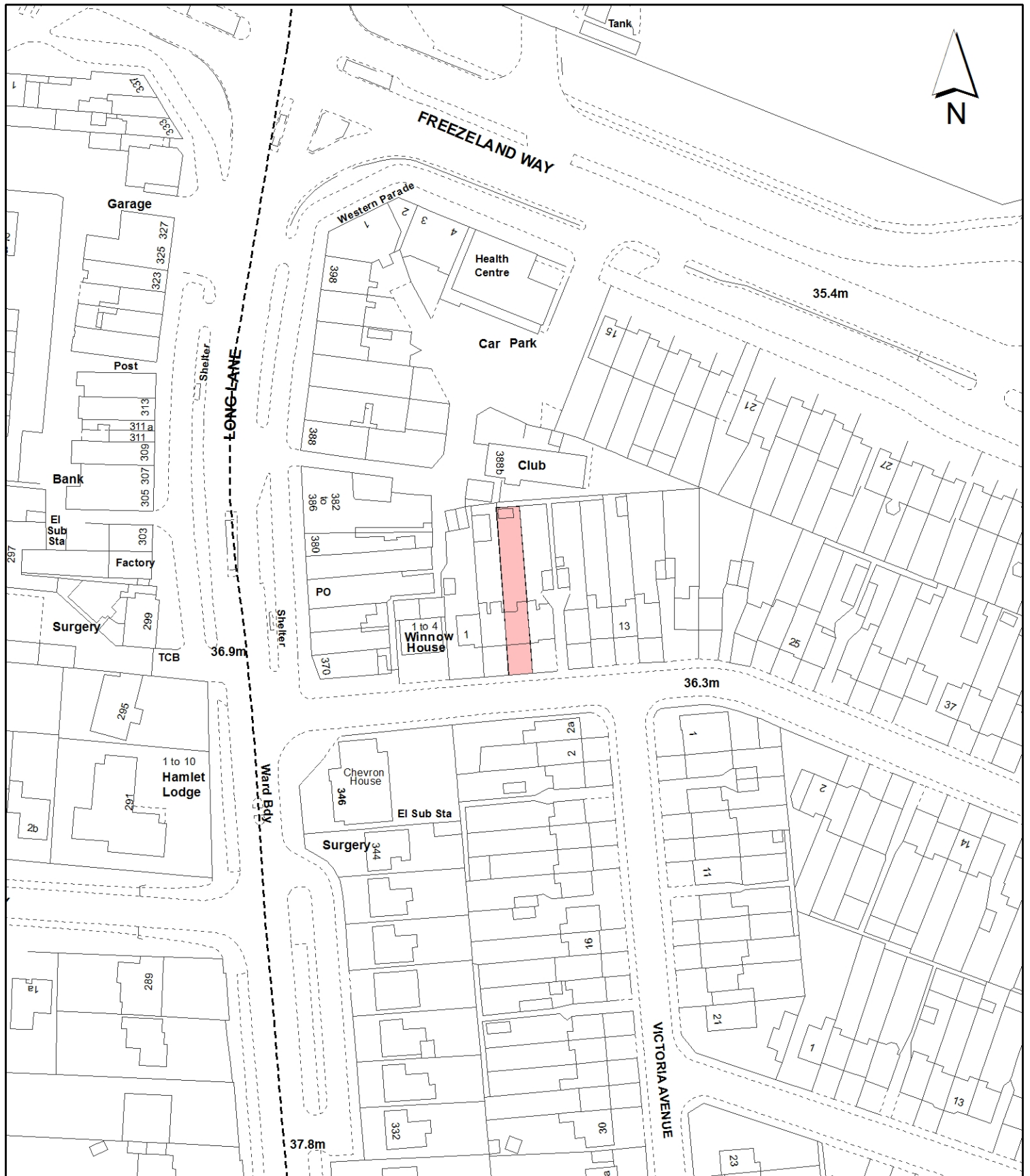
The application is therefore recommended for refusal.

## 11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
The London Plan (2016)  
The Housing Standards Minor Alterations to The London Plan (March 2016)  
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)  
Technical Housing Standards - Nationally Described Space Standard  
Hillingdon Design and Accessibility Statement: Residential Layouts  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon  
National Planning Policy Framework

**Contact Officer:** Nicola Taplin

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**5 Granville Road**

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

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

Planning Application Ref:  
**1404/APP/2017/271**

Scale:  
**1:1,250**

Planning Committee:  
**Central & South**

Date:  
**April 2017**



**HILLINGDON**  
 LONDON