

Report of the Head of Planning, Sport and Green Spaces

Address 1 NORMANS CLOSE HILLINGDON MIDDLESEX

Development: Two x two storey, 4-bed dwellings with associated parking and amenity space, wall/fence to front and installation of two vehicular crossovers, involving demolition of existing bungalow

LBH Ref Nos: 62184/APP/2016/4117

Drawing Nos: Highway Statement
Location Plan (1:1250)
BPC001
BPC002
BPC003
LST001 (Proposed Side Elevations)
LST001 (Proposed Site Layout)

Date Plans Received: 11/11/2016 **Date(s) of Amendment(s):** 11/11/2016

Date Application Valid: 22/11/2016

1. **SUMMARY**

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

The proposal is not considered to have a negative impact upon the visual amenity of the site or the surrounding area, would not result in a loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers. It is considered that the provision of off street parking spaces is acceptable in this location and the proposed crossovers are not considered to detract from pedestrian or highway safety.

As such the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 RES3 **Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers BPC001, BPC002, BPC003, LST001 (Proposed Site Layout) and LST001 (Proposed Side Elevations) and

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

REASON

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

3 RES7 Materials (Submission)

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

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

REASON

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

4 RES6 Levels

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

REASON

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

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 Refuse Storage

2.b Cycle Storage (for two cycle parking spaces per dwelling)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts

2.e Hard Surfacing Materials

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes

seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (2016).

6 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2016) Policies 3.1, 3.8 and 7.2

7 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 3 Normans Close.

REASON

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

8 RES13 Obscure Glazing

The side windows at ground and first floor level facing 3 Normans Close shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

9 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garages, sheds or other outbuildings, nor extensions or roof alterations to any dwellinghouses hereby approved, shall be erected without the grant of

further specific planning permission from the Local Planning Authority.

REASON

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

10 RES15 Sustainable Water Management (changed from SUDS)

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

11 RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

12 NONSC Non Standard Condition

All residential units within the development hereby approved shall be built in accordance with Part M4(2) of the Building regulation standards as set out in the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

REASON

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

INFORMATIVES

1 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 - 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.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 7.4	(2016) Local character
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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 (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 may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

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 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8 115 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a large sized corner plot, located on the Northern side of Normans Close at the junction between Normans Close and Peel Way. The plot is broadly rectangular in shape and has a detached bungalow with an integral garage on it. The property fronts onto Normans Close with the principal front elevation facing South. The front garden is mainly landscaped with a driveway leading to the garage which provides an additional parking space. The bungalow is sited more to the East of the large plot closer to the neighbouring property, no.3 Normans Close and has amenity space, mostly grass, to all sides with a good sized rear garden.

The street scene is residential in character with two storey properties to the Eastern and Southern sides as well as on the opposite corner of the junction. The application site lies within the Developed Area as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

Parking restrictions apply between 9.00 am and 5.00 pm, Monday to Friday. The principal elevation of the existing bungalow and of the two proposed dwellings is almost due South.

3.2 Proposed Scheme

The application is for the demolition of the existing bungalow and replacement with 2 x two storey, 4-bed dwellings with associated parking and amenity space. Each property will have off street parking to the front for two vehicles and the installation of 2 x vehicular crossovers.

The current scheme has been amended from the original scheme which initially proposed 3 dwellings on the plot.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history associated with this site.

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.

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

BE20 Daylight and sunlight considerations.

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

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

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

OE1 Protection of the character and amenities of surrounding properties and the local area

OE5 Siting of noise-sensitive developments

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

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

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 5.13 (2015) Sustainable drainage

LPP 5.14 (2015) Water quality and wastewater infrastructure

LPP 7.4 (2016) Local character

NPPF1 NPPF - Delivering sustainable development

NPPF6 NPPF - Delivering a wide choice of high quality homes

NPPF7 NPPF - Requiring good design

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 neighbours were consulted for a period of 21 days expiring on the 19 January 2016. A site notice was also erected.

Six individual responses and a petition of 95 signatures received raising the following points:

1. Over development of the plot.
2. Overcrowding of the site.
3. Loss of on street parking in an area of parking stress.
4. Lack of amenity space.
5. Unacceptable impact on neighbouring properties.
6. Layout and density not in keeping with the character of the local area.
7. Increasing traffic.
8. Detrimental to private life which currently enjoying.
9. The Bungalow is like a landmark in the Peel Way Area. It has a beautiful garden area to the side of its plot which adds character to the Road.
10. The proposal driven by a financial uplift with no thought towards decent living standards resulting in cramped lifestyle with no garden.
11. General disruption. The proposal will result in extensive building works, multiple lorries delivering large amounts of materials, in addition to this lots of noise and mess, that could be on every day of the week.
12. These properties need to be Westerly facing as the properties on the other corners do.
13. Negative impact to the current character of the Street.
14. The Plot does not warrant more than 1 dwelling and the current Bungalow as it stands sits perfectly on its plot and compliments the outlook of the street.
15. The other houses on Normans Close are much further away from houses on Pield Heath Road due to both the gardens being deeper.
16. Developer trying to optimise his returns and not giving any consideration to the residential community.
17. 2 large detached properties going to dominate and overwhelm the plot. Properties are too close and not in keeping with the existing street scene.
18. The gable of the property nearest to our property (no.3 Normans Close) will be much closer than the present bungalow. Kitchen window will be facing onto new development causing reduction in sunlight due to proximity and size of proposed houses.
19. Over dominating by hard-standing fronting the road.
20. Site should only be redeveloped as one dwelling and should only be a bungalow.
21. It is a gross over development and will maximise the negative impact on the physical environment, the character of the area, the traffic flow and the privacy of the local residents.
22. Will be an obvious direct line of sight and unacceptable intrusion into the private rear gardens of the following properties; Numbers 3, and 5 Normans Close, Numbers 1, 3 and 5 Peel Way, 205, 207, 209, 211 Pield Heath Road. Contrary to Policy BE24.
23. The addition of driveways shown on the proposal is not keeping with the character of Normans Close and reviewing the UDP, point H7 is not met by this proposal.
- Other existing corner plots have no access from the street but from the main road, such as Bradshawe Waye and Saxon Close.
24. Impact on environment and development will have impact on water run off.

25. The hard surfacing and density of this proposal (original scheme was for 3 dwellings), the removal of green garden space plus the contrast in design to the correlating corners of Bradshawe Waye, Saxon Close and Benson Close will clearly have a negative impact on the character of the area.

26. The proposed properties do not meet the needs of the aging population in the borough. Should be kept as a bungalow.

27. Corresponding corner plots on Peel Way and the corners of Bradshawe Waye, Benson Close and Saxon Close have semi-detached properties on them. These are designed facing along an East/West axis so that the invasion of privacy is significantly reduced.

Internal Consultees

TREES AND LANDSCAPE OFFICER:

This site is occupied by a bungalow, located on a relatively spacious plot at the junction of Peel Road and Norman's Close. The plot has a well kept garden. However, there are no trees or other landscape features which would constrain development.

COMMENT: This scheme has been amended since my previous comments of 5 December 2016. The same comments apply, albeit the amended proposal to build two detached houses provides more satisfactory private garden/external landscape spaces. If the application is recommended for approval, landscape conditions should be imposed to ensure that the development contributes to the character and appearance of the area.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1, 2, 5 and 6).

HIGHWAYS OFFICER:

Normans Close is a local road in the Borough road network. It is part of a CPZ that operates 0900-1700 Monday to Friday. There is an on-street residents parking bay directly outside the property. The road is subject to parking stress as not all properties have off-street car parking. The existing property has a vehicular crossover to access a driveway and garage. The site has a PTAL value of 2 (poor) so there will be a strong reliance on private cars for trip making.

The proposals involve demolishing the existing bungalow and erecting 2 x 4 bed houses on the site. The floor plans show each dwelling with 2 car parking spaces which meets policy requirements. The proposed access will mean the loss of the on-street residents car parking bay. There will be small increases in local traffic as a result of the proposed redevelopment of the site but this will not be significant. There is a shed shown in the rear gardens of each new property which could be used for two cycle parking spaces per dwelling but I would like the provision of secure covered cycle parking spaces conditioned. There will need to be conditions applied to any approval relating to visibility splays.

If approved the applicant will be responsible for all costs associated with changing the Traffic Management Order that covers the existing residents parking bay along with removing and making good the bay markings and post. In light of the above comments I have no significant highways concerns over the proposed application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF has a requirement to encourage the effective use of land by re-using land. This is an existing residential unit set in a spacious corner plot, which is considered to be a brownfield site.

The site lies within an established residential area where there would be no objection in

principle to the intensification of the residential use of the site, subject to all other material planning considerations being acceptable, in accordance with all other planning policies.

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

7.02 Density of the proposed development

Policy 3.4 of the London Plan seeks to ensure that the new development takes into account local context and character, the design principles in Chapter 7 and public transport capacity development should optimise housing output for different types of location within the relative density range shown in Table 3.2. Development proposals which compromise this policy should be resisted. Table 3.2 states that on sites in urban locations with a Public Transport Accessibility Level of 2 and average unit sizes of 3.8 - 4.6 habitable rooms, densities of up to 45-120u/ha or 200-450hr/ha would be appropriate.

The application site has an area of approximately 0.053 ha and would contain 2 dwellings providing a total of 14 habitable rooms. This results in a density of 38 u/ha or 264 hr/ha. This proposal therefore broadly falls below the density range envisaged under the London Plan, however the density ranges set out in the London Plan are not used in the assessment of schemes of less than 10 units.

Minimum gross internal floor and storage is a further measure of the suitability of the size of a proposed dwelling. DCLG guidance identifies that 2 storey, 4 bedroom properties for 5 persons should provide a minimum 97 sq m and 3 sq m of inbuilt storage. The proposed properties comply with this guideline as each dwelling has a total internal floor area of 129 sq m.

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) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the layout and appearance of new development should "harmonise with the existing street scene or other features of the area."

The NPPF (2012) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

The area is residential in character and is fairly uniformly laid out, mostly featuring pairs of dwellings of similar size and design, arranged with similar spacing and plot size characteristics. Generally most of the dwellings are two storey semi and detached dwellings under hipped roofs in good size plots. The existing bungalow and application site

is the only single storey property in the immediate vicinity with the remainder all two storey dwellings under hipped roofs.

The proposed dwellings are relatively simple in design and uncomplicated, with a footprint of approximately 76sq m, slightly larger than surrounding properties. The proposed dwellings measure 10.2m deep by 8m wide, with a hipped roof detail and of a similar height to the adjacent property. Given the hipped nature of the design and the angle of pitch, it is considered that the roofs would not appear unduly bulky within the street scene.

To the front is an extending canopy over the front door under a small pitched roof, a feature not uncharacteristic of the area. To the rear there is a small double storey projection 2m in depth and 4.5m wide with a hipped roof which sits 1m below the main roof ridge height. Both plots maintain the existing front building line and are set back from the front boundary by 6m. Plot two is set back from the side boundary with no.3 Normans Close by 1m. Plot one is set back 6m from the side boundary adjacent to Peel Way. The site will be enclosed to the rear and to the corner of Peel Way with a 1.8m timber fence behind which is a private access alleyway for properties fronting onto Pield Heath Road.

The scheme originally proposed 2 x 3 bedroom semi-detached dwellings and a 1 x 3 bedroom detached dwelling however this was considered unacceptable and over development of the site, which also raised concerns from residents on the potential adverse impacts. The existing plot benefits from a well maintained landscaped garden which is visible from Peel Way, with the existing bungalow set further into the plot towards the East. The original proposal would have reduced this green open amenity space with the new detached dwelling sitting much closer to the boundary adjacent to Peel Way. The proposed scheme has now been amended and, in terms of its siting, design and appearance the proposal is considered to be in keeping with the character and appearance of the surrounding area. Therefore the proposal reflects the architectural character and appearance of the wider area and complies with the requirements of 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 (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.08 Impact on neighbours

With regard to the impact of the amenities on the adjoining occupiers, Sections 4.9 of the SPD HDAS: Residential Layouts, in relation to new dwellings, states all residential developments and amenity space should receive adequate daylight and sunlight. The daylight and sunlight available to adjoining properties should be adequately protected. Where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over-domination.

Whilst plot one has moved closer to the boundary with Peel Way it is still 6m from the boundary and as such given that the low wall to the front has been maintained, the general openness of the corner plot will be maintained. The proposed dwelling will also sit 7m from the rear boundary. There will be a 1.1m separation gap between both the proposed plots and both will sit on the same building lines front and rear. Plot two is set back 1m from the boundary line to the neighbouring property no.3 Normans Close with a separation gap of approximately 4m between the two properties. To the rear, the proposed dwelling on plot two will sit roughly in line with the neighbouring property with the modest rear projection furthest away on the opposite side so as not to have any adverse impact on the neighbouring property. There will be no impingement of any 45 degree sight lines. Given the siting and distance from adjoining properties, it is considered that the proposed dwellings

would not result in over dominance, loss of outlook or loss of light to the neighbouring property. It is noted that there are two windows proposed on the side elevation facing no.3 Normans Close. At ground floor one window serves the cloakroom and on the first floor the main bathroom. It is recommended that these are conditioned to be obscure glazed and fixed shut below 1.8m.

The proposed plots are also over 30m from the rear elevations of the properties fronting onto Pield Heath Road separated by their long gardens, rear outbuildings/garages and the private access road. To the front of the proposed dwellings the existing corner dwelling at no.1 Peel Way sits 21m away and whilst concerns have been raised over overlooking and loss of privacy, it is considered there is sufficient distance, which complies with the Council's standard, between the proposed dwellings and the surrounding properties so as not to cause any significant or unacceptable harm. It is considered that the proposed dwellings would not increase overlooking over and above that already experienced from adjacent two storey buildings. The impact on the amenities of the neighbouring properties is therefore considered to be satisfactory.

As such it is considered that the proposal would not result in an un-neighbourly form of development and complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London adopted the new national technical standards through The Housing Standards (Minor Alterations to the London Plan) in March 2016 and this sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants.

The standards require that a two storey, 4 bedroom, 6 person dwelling should provide a gross internal floor area (GIA) of 106sq.m, a 7 person dwelling should provide a gross internal floor area (GIA) of 115sq.m and an 8 person dwelling should provide a gross internal floor area (GIA) of 124sq.m.

The proposal is considered to provide three double bedrooms and a single per dwelling and would thus be 7 person dwellings. The proposed has floor areas of some 130 sq.m which is in excess of the minimum requirements and therefore is considered acceptable.

It is considered that all the proposed habitable rooms, would have an adequate outlook and source of natural light, and therefore comply with Policies BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

Policy BE23 of the Hillingdon Local Plan (November 2012) recognises that new residential buildings should 'provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings'. The adopted Supplementary Planning Document (SPD) HDAS: Residential Layouts at Paragraph 4.15 recommends that a 4 bedroom house should provide a minimum of 100sq.m of usable amenity space.

The proposal provides some 110sq.m and 120sq.m of usable private amenity space for

plots one and two respectively which is in excess of the Council's adopted standard. The proposal therefore complies with policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

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 the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a provision of 2 spaces per dwelling.

The proposed dwellings will be served by two parking spaces to the front and retain adequate landscaping to the front, side and rear. The proposal will create separate identical crossovers 5 metre wide to the West to serve the proposed dwellings. Whilst there have been concerns raised about the installation of these new crossovers, there is sufficient visibility to ensure that the provision of this crossover would not impact on highway safety and the Council's Highway Officer has not raised objection to their size or siting.

The proposed dwellings maintain the existing front building line and maintain a similar level of set back from the boundary. It is therefore considered there will be no material change in visibility into or out of the road to that currently existing. Thus in terms of both the number of parking spaces proposed and highway and pedestrian safety the proposal is considered to comply with policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.11 Urban design, access and security

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with.

7.12 Disabled access

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

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Hillingdon Local Plan Part Two Policy BE38 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. There are no trees or other landscape features existing on the site and a landscape condition is recommended to ensure that the development contributes to the character and appearance of the area.

7.15 Sustainable waste management

Policy 5.17 of the London Plan requires that all new development provide adequate facilities for the storage of waste and recycling. This matter is the subject of a condition.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is not within a flood zone. However a sustainable water management condition is recommended.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Issues of property value and return on investments are not material planning considerations in the assessment of the proposal. If this proposal were deemed acceptable, it would not set a precedent for other development as all applications are assessed on their own merit with regard to compliance with planning policy. Also it is not considered that the increase of one residential unit would significantly impact upon local services. It is acknowledged that the redevelopment of the site would result in some disruption from construction works, however this would be for a limited time and hours of construction works are restricted and controlled by other legislation. Rights of Light are a civil matter and not a material planning consideration. The other planning issues raised from the responses are addressed in the main report.

7.20 Planning obligations

The Council's Community Infrastructure Levy Charging Schedule was adopted on 1st August 2014. The additional habitable floor space created will be chargeable at £95 per square metre.

The scheme would also be liable for payments under the Community Infrastructure Levy. On the 1st April 2012 the Mayoral Community Structure Levy came into force. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would necessitate the provision of legal agreement to secure a scheme of works to remove the resident permit bay located on Normans Close. The applicant will therefore be responsible for all costs associated with changing the Traffic Management Order that covers the existing residents parking bay along with removing and making good the bay markings and post.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also

the guidance contained in Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The application seeks planning permission for the demolition of the existing dwelling and the erection of 2 x two storey, 4-bed, detached dwellings which include a habitable roofspace and basement with associated parking to the front and the installation of 1 x vehicular crossover.

The proposal is not considered have a negative impact upon the visual amenity of the site or the surrounding area, would not result in a loss of residential amenity to neighbouring occupiers and would provide a satisfactory level of residential amenity to future occupiers.

It is considered that the provision of 2 off street parking spaces per dwelling is acceptable in this location and the proposed crossovers are not considered to detract from pedestrian or highway safety.

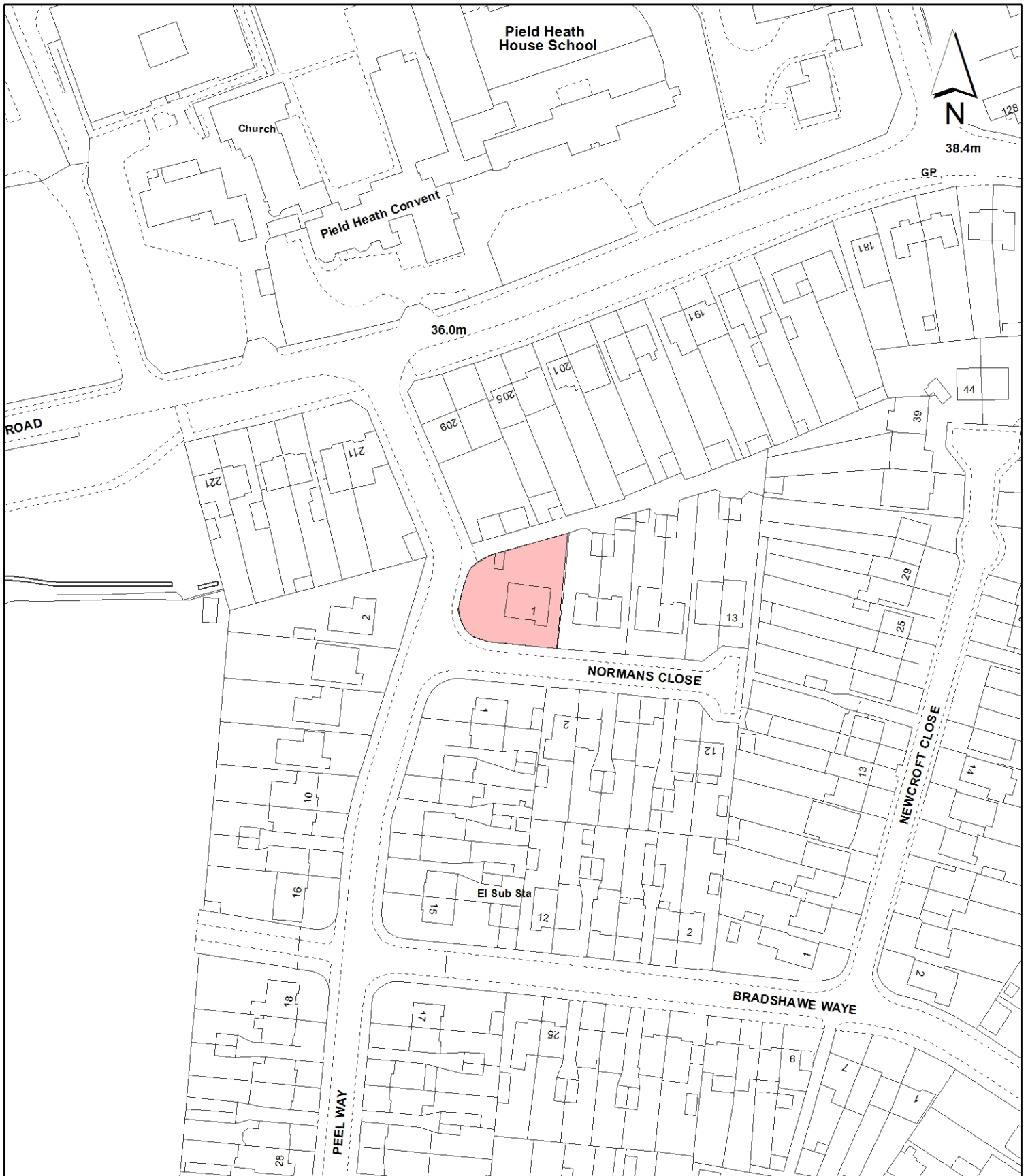
As such the application is recommended for approval.

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

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Notes:

 Site boundary

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 Telephone No.: Uxbridge 250111

Planning Application Ref:
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Scale:
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Planning Committee:
Central & South

Date:
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