

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

**Address** 7-21 NORFOLK ROAD UXBRIDGE

**Development:** Conversion of roof space to habitable use to include 2 rear dormers, 6 front and 2 rear roof lights and 2 new stairway entrance towers to front, to create a 1-bed self-contained flat and widening of vehicular crossover to front

**LBH Ref Nos:** 32703/APP/2017/764

**Drawing Nos:** 106  
Design and Access Statement  
Location Plan (1:1250)  
01 Rev. A  
02  
03  
04  
101  
102 Rev. A  
103 Rev. B  
104 Rev. A  
105

**Date Plans Received:** 02/03/2017

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

**Date Application Valid:** 20/03/2017

### 1. SUMMARY

The application seeks planning permission for the conversion of roof space to habitable use to include 2 rear dormers, 6 front and 2 rear roof lights and 2 new stairway entrance towers, to create a 1-bed self-contained flat and widening of vehicular crossover to front. The proposed roof additions and entrance towers would result in bulky and discordant additions, that would be considered to be intrusive features harmful to the character and appearance of the existing building and the Area of Special Local Character. Furthermore 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 Council's 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 roof alteration/extensions, by reason of the size, scale, bulk, and design of the rear dormer windows would fail to harmonise with the architectural composition of the original building and would be detrimental to the character, appearance and visual amenities of the street scene and the wider North Uxbridge Area of Special Local Character. Therefore the proposal would be contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

**2 NON2 Non Standard reason for refusal**

The proposed front extensions/stair towers, by reason of their position, size, scale, bulk, and design would fail to harmonise with the architectural composition of the original building and would be detrimental to the character, appearance and visual amenities of the street scene and the wider North Uxbridge Area of Special Local Character. Therefore the proposal would be contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

**3 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 policy AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012), to Hillingdon's Adopted Parking Standards and the adopted Supplementary Planning Document HDAS: Residential Layouts..

**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.
BE5	New development within areas of special local character
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.
H7	Conversion of residential properties into a number of units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
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 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

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 site is located on the North West side of Norfolk Road and comprises a two storey block of flats, with the appearance of a row of 4 terraced units. To either side of the built development there are vehicular access points, and to the rear of the building, set against the rear boundary and abutting the North East side are four lock up garages (which appear to be well used). The site is on a gradient with the land dropping away to the rear. The application site is within the North Uxbridge Area of Special Local Character, as identified in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

### 3.2 Proposed Scheme

The application seeks planning permission for the conversion of roof space to habitable use to include 2 rear dormers, 6 front and 2 rear roof lights and 2 new stairway entrance towers to front, to create a 1-bed self-contained flat and widening of vehicular crossover to front.

### 3.3 Relevant Planning History

32703/APP/2001/894 7 - 21 Norfolk Road Uxbridge

CONVERSION OF ROOF SPACE TO CREATE TWO APARTMENTS, INVOLVING INSTALLATION OF DORMER WINDOWS AND AN ENCLOSED STAIRCASE AT EACH END OF APARTMENT BLOCK

**Decision:** 12-10-2001 Not Determined **Appeal:** 12-10-2001 Dismissed

32703/APP/2002/1755 7-21 Norfolk Road Uxbridge

CONVERSION OF ROOFSpace TO STUDIO FLAT, INVOLVING THE INSTALLATION OF TWO

REAR DORMER WINDOWS AND A FRONT ROOFLIGHT (INVOLVING THE INTERNAL ALTERATION OF A FIRST FLOOR FLAT)

**Decision:** 14-04-2005 Refused

32703/APP/2010/1254 7-21 Norfolk Road Uxbridge

Conversion of roofspace for habitable space to create 1 one-bedroom flat, involving raising of m roof ridge with 5 front rooflights, 3 rear and 1 side dormers.

**Decision:** 11-08-2010 Refused

32703/APP/2010/1256 7-21 Norfolk Road Uxbridge

Conversion of roofspace for habitable space to create 1 one-bedroom flat, involving raising of m roof ridge with 5 front rooflights, 3 rear and 1 side dormers.

**Decision:** 11-08-2010 Refused

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

The following planning history is considered to be of relevance to this application:

32703/APP/2010/1254 - Conversion of roofspace for habitable space to create 1 one-bedroom flat, involving raising of main roof ridge with 5 front rooflights, 3 rear and 1 side dormers was refused for the following reasons:

1. The proposed raising of the existing roof form together with the three rear facing and one side facing dormer windows and the rooflights to the front, by reason of their siting, bulk and design, would result in overly dominant and discordant features in relation to the architectural composition of the original building and the wider street scene, to the detriment of visual amenity. The proposal would therefore be detrimental to the character and appearance of this original building, the North Uxbridge Area of Special Local Character and the wider area, contrary to Policies BE5, BE13, BE15, and BE19 of the Adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and to the Council's Supplementary Planning Documents HDAS 'Residential Layouts'.

2. The floor areas shown for the proposed flat would be below the minimum 50 m<sup>2</sup> required for a 1-bedroom flat. As such the proposal fails to provide a satisfactory residential environment for future occupiers, contrary to policy H7 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007), to the Council's Supplementary Planning Document HDAS Residential Layouts, and to Policies 4B.1, 4B.3 and 4B.6 of the London Plan (2008).

3. The proposed development would not be provided with any off street parking, and therefore the development is considered to be deficient in car parking provision to the Council's approved car parking standards, leading to possible unauthorised or on-street parking to the detriment of public and highway safety and therefore contrary to policy AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

4. The proposed development would not be provided with any dedicated external amenity

space. This is considered to be to the detriment of future occupiers and as such, would be contrary to policy BE23 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Council's Supplementary Planning Documents HDAS Residential Layouts.

Application 32703/C/87/2074, sought permission for the erection of an additional storey containing four flats. This application was refused due to; (1) the proposal would result in an over development of the site, with the third storey being out of character with the surrounding area and over dominant in relation to surrounding properties; and (2) the scheme did not make adequate provision for the parking of vehicles.

Application 32703/D/88/1514, sought permission to form a new roof, including 14 dormer windows and a rear balcony access, to form 2 x 2-bed flats, together with an external staircase. This application was refused due to; the proposal would result in an over development of the site; an over dominant roof form; the proposed parking would result in a loss of amenity space; and the balcony and staircase would overlook the rear gardens of other properties.

Application 32703/APP/2001/894, sought permission to convert the existing roof space to create two apartments, involving dormer windows and an enclosed staircase at either end. This application was subject of an appeal against non determination and was dismissed due to; the proposed works would have a seriously detrimental effect on the appearance of the building and the street scene, and the location of the additional car parking spaces, was unsatisfactory as they would interfere with the access to the garage block and one of the flats, and their use would harm the residential amenities of the occupiers of the existing flat.

Application 32703/APP/2002/1755 sought permission for the conversion of the roof space to a studio flat, involving two rear dormers, this application was refused due to; a flatted development designed as a single cohesive development, would be detrimental to the visual amenities of the locality and the amenities of residents of the existing accommodation. (May 2005)

Application 32703/APP/2003/2684, this application sought permission for the conversion of the roof space to form habitable room for the existing flat, involving two rear dormers, as a significant period of time had passed without formal contact, and in view of the above, it is considered that no further action would be taken (2009).

It should be noted since the determination of these previous applications, the Local Planning Authority has formally adopted the Hillingdon Design and Accessibility Statements: Residential Layouts and Extensions. These documents give guidance on a number of issues that would effect this proposal, such as, new development opportunities, minimum floors space standards, amenity areas, loft conversions and roof alterations, etc. As such, these would carry significant weight in the determination of this application.

Furthermore, the area is now designated as North Uxbridge Area of Special Local Character adopted 2004/5, and therefore Policy BE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) would be a further consideration.

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

## UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE5 New development within areas of special local character

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.

H7 Conversion of residential properties into a number of units

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

HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

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 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

The North Uxbridge Residents Association and 28 neighbouring properties were consulted by letter

dated 22.3.17 and a site notice was displayed to the front of the site which expired on 25.5.17. 4 responses received raising the following issues:

1. This is a narrow road and parking is already a big problem
2. Height not in keeping with the rest of the road
3. Overcrowding and noise
4. Overlooking and loss of privacy
5. Rear dormers too large and bulky
6. Front elevation out of character
7. Crossover would remove part of residents parking bay sufficient to reduce the number of spaces available
8. Crossover would require removal of front brick wall which is noted as being of interest.

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

### **Internal Consultees**

Highways:

Norfolk Road is an unclassified residential road with a speed limit of 30 mph. The area is within CPZ U1, with on-street parking restricted to residents only Mon-Sat 9 am-5 pm. Other single and double yellow line parking restrictions are in place in the vicinity of the site. The PTAL for the site is 2, which is considered rather poor.

The proposals would include the construction of a new crossover immediately to the North East of the existing one and the provision of an additional parking space for the new flat. However, the proposed crossover would encroach on an existing parking bay opposite the application site, with the consequent loss of one parking space. It is therefore concluded that the proposals would not result in the creation of any new parking space.

Considering the limited amount of parking and the demand for this type of facility, it is considered that the proposals would be likely to result in increased parking stress and illegal/indiscriminate parking to the detriment of highway safety.

For these reasons, it is considered that the proposal is contrary to Policy AM14 of the adopted Hillingdon Local Plan, 2012, (Part 2) and an objection is raised on highway grounds.

## **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**

The application site is located within the North Uxbridge ASLC. The visual impact of the proposal is assessed in the section above.

#### **7.04 Airport safeguarding**

Not relevant to the consideration of this application.

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

Not relevant to the consideration of this application.

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

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'. In addition, Policy BE13 of the Hillingdon Local Plan (November 2012) acknowledges that 'development will not be permitted if the layout and appearance fail to harmonise with the existing street scene'. The emphasis placed on the impact of a development upon the character of the surrounding area is further stressed under Policy BE19 of the Hillingdon Local Plan (November 2012), which recognises that 'The Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area'. Paragraph 4.14 of the Residential Layouts HDAS SPD specifies that developments should incorporate usable, attractively laid out and private garden space conveniently located in relation to the property or properties it serves. It should be of an appropriate size, having regard to the size of the dwelling and character of the area. Paragraph 4.27 of the HDAS SPD gives advice that building lines within a new development should relate to the street pattern of the surroundings whilst the height of the development is best determined by reference to the proportions, siting and lines of surrounding buildings.

The application site also lies within the North Uxbridge ASLC. Policy BE5 of the Local Plan requires development to respect this special character.

With regard to the design of the proposed dormer windows, the SPD: Residential Extensions: Section 7.0 states careful thought must be given to the volume, height, proportion, details and position, and Section 7.4, comments that it is important that roof extensions relate well to the proportions and massing of the existing building. Section 7.16 discusses roof lights and states where a large number of roof lights are proposed in the front roof face, these will be refused. The proposal is not considered to comply with this advice, as the additional height to the existing roof form, with the number and design of the proposed dormers, together with the high number of roof lights proposed in the front elevation, are considered to result in overly dominant, bulky, discordant additions.

The proposed development would add considerable visual bulk to the simple roof form of this terrace with a total of 4 front roof lights, two rear facing dormers and two rear facing roof terraces, 2 rear rooflights and the addition of two front entrance towers all of which would be considered to be detrimental to its design. The rear facing dormers do not respect the fenestration arrangements of the rear of this terrace, and would appear visually intrusive on the roof form and would be considered detrimental to the visual appearance of the terrace. Furthermore, whilst it is accepted that this is quite a large roof, the overall size, scale and bulk would not be proportionate to the roof within which it is set and whilst these are not visible from the street, these would be highly visible from the rear gardens of



neighbouring properties and Charlestown Lodge and Cornwall Court. It is, therefore, considered unacceptable. As such, there is limited scope of accommodation within the existing roof form. Furthermore the replacement of the bay fronted entrance porches, which reflect the bay windows present on a number of properties in the road and area, with large, in effect, three storey flat roofed entrance towers is not in any way considered to reflect the character and architectural integrity of the host building, the street scene or the wider North Uxbridge ASLC.

It is therefore considered that the proposed roof additions and entrance towers would result in bulky and discordant additions, that would be considered to be intrusive features harmful to the character and appearance of the existing building and the Area of Special Local Character. As a result, the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE5, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) give advice 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.

Policies BE23 and BE24 of the Hillingdon Local Plan (Part Two) stress the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

The Council's adopted HDAS SPD: Residential Layouts (July 2006) specifies in paragraph 4.9 that where a two or more storey building abuts a property or its garden, a minimum acceptable distance of 15 m should be maintained, so as to overcome possible over-domination, overbearing and overshadowing. Paragraph 4.11 of the HDAS SPD specifies that the Council's 45 degree principle will be applied and is designed to ensure that adequate daylight and sunlight is enjoyed in new and existing dwellings. The principle involves drawing a line from the mid-point of an existing/new window that is potentially affected by a new dwelling at an angle of 45 degrees towards the new building. Paragraph 4.12 of the HDAS SPD specifies that new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property. It gives advice that the distance should not be less than 21 m between facing habitable room windows.

With regard to the proposal it is considered that it would not cause an unacceptable loss of light or outlook to adjoining occupiers. Whilst the additional height of the front entrance porches and the proposed dormer windows would marginally increase the bulk of the roof, due to the existing roof form, and the set in from the boundaries, it is not considered any material loss of amenity would arise to adjoining occupiers. The proposal therefore would accord with policies BE20, and BE22 of the UDP (Saved Policies September 2007).

With regard to any loss of privacy, the proposed front roof lights would look out over the existing public highway and would not result any additional overlooking. With regard to the proposed rear dormer windows, it is not considered these would result in a material loss of privacy having had regard to the existing first floor openings in this elevation. the same applies to the two roof terraces. Therefore, the proposal is considered to comply with

Policy BE24 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

The submitted plans do not include any details of noise insulation. If the scheme were considered acceptable in all other respects it is considered that it would be appropriate to secure details of noise insulation by way of condition to ensure that the proposal would not have an unacceptable impact upon the occupants of the existing flats in terms of noise and disturbance.

#### **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 one bedroom 2 person flat is required to provide a minimum internal floor area of 50 square metres which, at a floorspace of 64 square metres, the proposal complies with.

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'. Submitted plans demonstrate that the occupants of the flat would be served with roof terraces amounting to 7.7 square metres in area. Given that the proposed flat would be unlikely to represent a family unit of accommodation, this provision is considered, on balance, to be acceptable.

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

Policy AM7 of the Hillingdon Local Plan: Part 2 - 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

Norfolk Road is an unclassified residential road with a speed limit of 30 mph. The area is within CPZ U1, with on street parking restricted to residents only Mon-Sat 9 am-5 pm. Other single and double yellow line parking restrictions are in place in the vicinity of the site. The PTAL for the site is 2, which is considered poor.

The proposals would include the construction of a new crossover immediately to the North East of the existing one and the provision of an additional parking space for the new flat. However, the Highways Officer has advised that the proposed crossover would encroach on an existing parking bay opposite the application site, with the consequent loss of one parking space. It is therefore concluded that the proposals would not result in the creation of any new parking space.

Considering the limited amount of parking and the demand for this type of facility, it is considered that the proposals would be likely to result in increased parking stress and illegal/indiscriminate parking to the detriment of highway safety. The proposal is therefore contrary to policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

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

The issues are addressed in the sections above.

#### **7.12 Disabled access**

No issues are raised in terms of accessibility.

#### **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. No trees or landscape features would be lost as a result of the development. If the scheme were considered acceptable in all other respects, it would be appropriate to secure landscaping details by way of condition.

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

The submitted plans indicate that additional bin storage would be provided. If the scheme were considered acceptable in all other respects it would be appropriate to secure bin storage details by 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**

The issues are addressed in the sections above.

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

The comments are addressed in the sections 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**

The application seeks planning permission for the conversion of roof space to habitable use to include 2 rear dormers, 6 front and 2 rear roof lights and 2 new stairway entrance towers, to create a 1-bed self-contained flat and widening of vehicular crossover to front. The proposed roof additions and entrance towers would result in bulky and discordant additions, that would be considered to be intrusive features harmful to the character and appearance of the existing building and the Area of Special Local Character. Furthermore 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

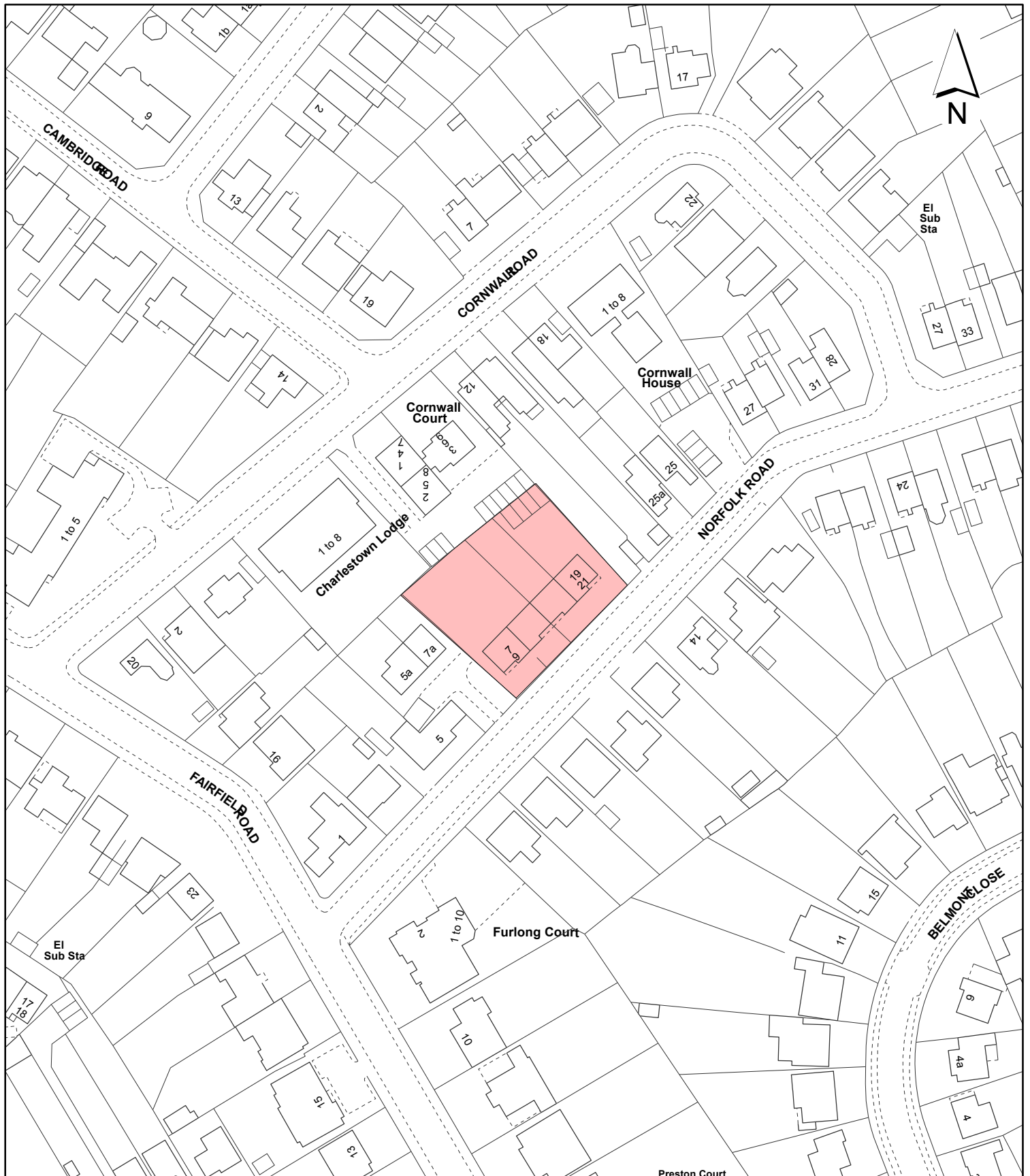
substandard car parking provision to the Council's approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety. The application is thus recommended for refusal.

#### **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: Residential Extensions  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon  
National Planning Policy Framework

**Contact Officer:** Nicola Taplin

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**Notes:**

 Site boundary

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Site Address:

**7-21 Norfolk Road**

Planning Application Ref:

**32703/APP/2017/764**

Planning Committee:

**Central & South**

Scale:

**1:1,250**

Date:

**May 2017**

**LONDON BOROUGH OF HILLINGDON**

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



**HILLINGDON**  
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