

Report of the Head of Planning, Sport and Green Spaces

Address 66 THE DRIVE ICKENHAM

Development: Erection of two storey detached building with habitable roof space for use as 5 flats: 4 x 2 bed and 1 x 3 bed flats with associated amenity space and parking involving demolition of existing building (Outline Planning Application with All Matters Reserved).

LBH Ref Nos: 4011/APP/2017/203

Drawing Nos: 17/3079/3 Rev B
17/3079/2 Rev C
17/3079/2
16/3079/1

Date Plans Received: 19/01/2017 **Date(s) of Amendment(s):** 19/01/2017

Date Application Valid: 19/01/2017

DEFERRED ON 10th May 2017 FOR FURTHER INFORMATION .

The proposal seeks outline permission to demolish the existing dwellinghouse and to replace it with a two storey detached building with habitable roof space for use as 5 flats: 4 x 2 bed and 1 x 3 bed flats with associated amenity space and parking. All matters relating to the detail of the proposal are reserved for later consideration.

The application was heard at the Planning Committee on the 10th May 2017 and was deferred so that further information could be provided which would demonstrate the scheme would be acceptable in regard to the proposed internal floor area for each flat and to seek a reduction in the size and footprint of the overall building. Following negotiations with the agent a revised scheme has been submitted. This shows that the overall footprint of the proposed building has now been reduced and the originally proposed additional massing towards the rear closest to No.64 has now been removed.

Furthermore a more detailed floor plan for each level has been provided which demonstrates that there is sufficient space to accommodate the proposal in accordance with the London Plan in regard to the proposed internal floor area. However these details would be subject to a more detailed consideration within any future planning application for the reserved matters.

It is considered that the principle for this residential redevelopment is acceptable and therefore is recommended for approval.

1. SUMMARY

The proposal seeks outline permission to demolish the existing dwellinghouse and to replace it with a two storey detached building with habitable roof space for use as 5 flats: 4 x 2 bed and 1 x 3 bed flats with associated amenity space and parking. All matters relating to the detail of the proposal are reserved for later consideration.

The application site is a substantial plot such that it is of sufficient size to be capable of accommodating a new development of this kind subject to compliance with adopted policy, guidance and all other material considerations. The application site is within an established built up area, where residential infill development has been deemed

acceptable.

Twelve neighbouring properties were consulted along with The Ickenham Residents Association. There have been 9 objections received in total, which generally express strong objections to the principle of this type of development on The Drive. These are highlighted and examined in more detail later in the report.

However notwithstanding the above, the proposal has been assessed against current policies and guidance for new housing development in terms of the potential effects of the indicative layout on the character of the surrounding area; the potential impacts on the residential amenities of adjoining and nearby occupiers, and on highways related matters such as access for all vehicles, parking provision and traffic/pedestrian safety.

The layout plan submitted is only illustrative and intended to simply demonstrate a scheme for five units could be policy compliant at this site. The plan was revised at Officers request to indicate that 8 parking spaces and a 1.5m set in from the boundary could be provided.

It is considered that the principle for this residential redevelopment is acceptable and therefore it is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 RES2 Outline Reserved Matters

Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

(i) Any phasing for the development.

The development shall be carried out in accordance with the approved details.

REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

3 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)

4 RES7 Materials (Submission)

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

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

REASON

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

5 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 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 - submitted drawings should provide location and details of 5 secure and covered bicycle storage units.

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts to show a minimum of 8 vehicular parking spaces, of which at least 1 to be suitable for blue badge holders.

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

7 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape

Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate 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.

9 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

10 H7 Parking Arrangements (Residential)

The parking areas (including where appropriate, the marking out of parking spaces) including any garages and car ports shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained and used for no other purpose.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (2016).

INFORMATIVES

1

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy (CIL) which is due on commencement of this development. The Actual CIL will be calculated at the time your development is first implemented.

In addition the development hereby approved represents chargeable development under the Hillingdon CIL. Should you require further information please refer to the Council's website.

2 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.

3 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.

4 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.

5 115 **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.

6 147A Damage to Verge - For Private Roads:

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

7 152 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).

8 153 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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
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. Siting, bulk and proximity of new buildings/extensions.

BE21	
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
NPPF	National Planning Policy Framework

9 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (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.

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The applicant is advised that any future reserved matters application if approved will be subject to the following or similar planning condition: The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure an appropriate standard of housing stock in accordance with London Plan policy 3.8 c, is achieved and maintained.

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The applicant is advised that any future reserved matters application if approved will be subject to the following or similar planning condition:

- Submission of detailed drawing showing the proposed access geometry and the section of footway to be reinstated;
- All off site works relative to footway reinstatement to close the current access and construction of the new crossover to be entirely funded by the applicant.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the East side towards the Northern end of The Drive and

comprises a two storey detached house with an attached garage and a part two storey and single storey rear extension. The principal front elevation faces North West. To the North lies no.68 and to the South lies no.64, both two storey detached houses.

No.64 The Drive has been substantially extended benefiting from a part two storey, part single storey side and a 5.2 m rear extension; conversion of roof space to habitable use to include raising the existing roof eaves by 1.2 m and the ridge by 0.7 m with the main roof reconfigured to provide a front/rear pitched roof with side hips extended over the side extensions to include 2 rear dormers, 2 front dormers, 3 side roof lights; covered porch; and conversion of garage to habitable room.

The Drive is a private residential street just off Swakeleys Roundabout and the Western Avenue to the South and essentially runs approximately 1 km to the North where it joins Harvil Road. The site has an urban fringe location, to the immediate West is Colne Valley Regional Park and the Buckinghamshire Golf Club with this area designated as Green Belt land. Generally there are more developments at the South end of The Drive with residential dwellings on either side of the road. As you pass Highfield Drive on the East towards the Northern end of the Drive, where the application site is, there are no developments on the West side of the road.

The dwelling already has extensive space to park a minimum of four cars on the existing hard standing in front of the principal elevation and the dwelling has a substantial private garden to its rear with a large single storey outbuilding at the end of garden. There are a number of mature trees both at the rear of the dwelling and on the boundary with no.68 to the North and to the front of the dwelling. These have been referenced on the plans submitted and appear unaffected by the proposed illustrative layout and could be protected by way of formal conditions.

The street scene comprises two storey detached houses of various designs, is residential in character and appearance and the application site itself lies within the developed area as identified in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

The proposal seeks outline permission for the demolition of the existing dwelling and the redevelopment of the site with the erection of a two storey detached building with habitable roof space for use as 5 flats: 4 x 2 bed and 1 x 3 bed flats with associated amenity space and parking.

All matters relating to the detail of the proposal are reserved for later consideration.

It should be noted that with the amended description, whilst the total number of units remains unchanged (5 units) the total number of bedrooms has been reduced from 16 to now 11 beds.

Following requests from the council the proposed illustrative site plan now indicates that 8 car parking spaces will be adequately provided and the position of the new build has been revised so that it is set in by at least 1.5 metres on either side boundary; both in accordance with recommended policy.

3.3 Relevant Planning History

4011/APP/2010/265

66 The Drive Ickenham

Part two storey, part first floor front extension, first floor rear and single storey side extensions and conversion of roofspace for habitable use, involving alterations to roof height and 3 rear and front rooflights.

Decision: 11-02-2011 Refused

4011/APP/2011/2266 66 The Drive Ickenham

Single storey rear extension (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 14-11-2011 Refused

4011/APP/2011/3046 66 The Drive Ickenham

Single storey rear extension

Decision: 15-02-2012 Approved

4011/APP/2013/1706 66 The Drive Ickenham

Part two storey, part first floor front extension, 2 x single storey front extensions, first floor rear extension and raising of roof to allow for conversion of roof space to habitable use to include a 3 rear dormers and 2 x front dormers involving alterations to elevations

Decision: 28-08-2013 Refused **Appeal:** 23-12-2013 Allowed

4026/E/97/2190 66 The Drive Ickenham

Erection of covered area at front of house plus a part two storey, part single storey rear extension and conversion of existing flat roof side extension to hipped roof

Decision: 03-06-1998 Approved

Comment on Relevant Planning History

The site has been the subject of several applications, these are:

4011/APP/2013/1706 - Part two storey, part first floor front extension, 2 x single storey front extensions, first floor rear extension and raising of roof to allow for conversion of roof space to habitable use to include a 3 x rear dormers and 2 x front dormers involving alterations to elevations.

Officer Comments: This application was initially refused on 28 August 2013. However the decision was subsequently overturned and allowed at Appeal, Ref: APP/R5510/D/13/2204817. It should therefore be noted that permission already exists for the current dwelling to be substantially extended including the conversion of the roof space to habitable use. The property has already in part been extended under this permission however the conversion of the the roof space has not yet been implemented.

4011/APP/2011/3046 - Single storey rear extension.

Officer Comments: This was refused on 16th February 2012.

4011/APP/2011/2266 - Single storey rear extension (Application for a Certificate of Lawful Development for a Proposed Development).

Officer Comments: This was refused on 14 November 2011.

4011/APP/2010/265 - Part two storey, part first floor front extension, first floor rear and single storey side extensions and conversion of roofspace for habitable use, involving alterations to roof height and 3 rear and 2 front rooflights.

Officer Comments: This was refused on 16 February 2011.

4026/E/97/2190 - Erection of covered area at front of house plus a part two storey, part single storey rear extension and conversion of existing flat roof side extension to hipped roof.

Officer Comments: This was approved on 3 June 1998.

In addition to the above, the other relevant planning history was for a similar application at No.13 and 13a The Drive, Ref: 13132/APP/2014/1008. This was for outline planning permission (all matters reserved) for the demolition of the existing dwellings and redevelopment of the site for residential flats, submitted by the same agent. The application was recently approved under delegated powers subject to a number of conditions on 12 January 2017.

4. Planning Policies and Standards

One of the Core Planning Principles of The National Planning Policy Framework is to "encourage the effective use of land by re-using land that has been previously developed (brownfield land)".

The London Plan (July 2011) aims to provide more homes within a range of tenures across the capital meeting a range of needs, of high design quality and supported by essential social infrastructure. In terms of new housing supply, the Borough of Hillingdon has been allocated a minimum target of 4,250 in the period from 2011-2021.

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:

AM14 New development and car parking standards.

AM7 Consideration of traffic generated by proposed developments.

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.
H3	Loss and replacement of residential accommodation
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

12 neighbouring properties, The Ickenham Residents Association were consulted by letter dated 23.01.2017. A site notice was also displayed nearby to the site which expired on 14.02.2017.

8 residents and the Ickenham Residents Association have objected raising the following concerns:

Situated opposite mature woodland and open countryside, in an area on the margin of Ickenham & open country. Only one street light, no pavements and the road is narrow. This part of The Drive is not a suitable area for high-density buildings - this proposal would dramatically alter rural setting and ruin the character. Parking provision is far too small for a building with so many bedrooms - residents depend on cars as public transport is some distance away. On-street parking is dangerous and will create a hazard.

Incorrect plans, No.64 shown as No.65 and No.68 shown as No.67 and allege misrepresentation of the front building line. The two-storey development is over dominant at the rear adjoining no. 64, especially as seen from our ground floor backroom. The proposed development with living rooms on the first and second floors at the rear will result in loss of privacy on the patio and rear garden, preventing my family from enjoying the amenity of our property. The proposed development is too close to the boundary of no. 64. This creates an unsightly narrow space between the two buildings out of keeping with the appearance of the neighbourhood. 6 parking places proposed for the 5 residential units accommodating 16 persons is insufficient. The road in front is too narrow for regular parking of additional cars creating a hazardous/unsafe environment given the continuous use of this route for the golf course.

Insufficient parking spaces for 5 flats equating to 16 bedrooms for both residents and their visitors. Having inadequate parking spaces would cause residents and their visitors to park on the road which would cause obstruction and inconvenience to other residents and service vehicles. The North end of The Drive is in a rural location opposite fields and woodland, the building of flats would definitely not be in keeping with this type of location.

Will ruin the character of the North end of the road, which borders open countryside. Inadequate onsite parking and it is not feasible to consider parking on the road. No pavement or street lighting making pedestrians vulnerable if they are having to walk around parked vehicles. It will also have a huge impact on our privacy in our back garden.

Limited information and incorrect plans. The existing property is in a rural setting served by an unlit, narrow, un-adopted road and opposite farmland. The houses in the North-end of The Drive are single dwellings on large plots. The proposal to develop the property into flats is clearly out of character and design to the other houses in the North-end of The Drive. It would appear the dominant scale of flats' building could result in an issue with sunlight/daylight/privacy with the flats overlooking neighbouring properties. The plans do not appear to have considered the location of rubbish bins and storage for essential items such as bicycles. 6 spaces for 16 bedrooms in 5 flats is unrealistic. Parking on the unlit narrow road outside or along the road would be difficult and dangerous as it is also the junction leading to the Golf Course.

Rural location where such a large development (would) not be in keeping with the character. Inadequate parking provision. The Drive is narrow and unsuitable for on-street parking, which would create traffic hazards and present difficulties for residents. The proposed density and increased bulk of the development is inconsistent with the mature, detached houses in a peaceful, low-density setting of the North End of The Drive.

The size/bulk of the development with the increased in bedrooms & bulk is not in keeping with a rural location This high density proposal would dramatically alter this rural setting and spoil the character of the North End of The Drive. This site is opposite the Golf Course access which would make on-street parking very dangerous & obstruct traffic. The parking provision is insufficient for a dwelling with such a large number of bedrooms - residents are entirely reliant on cars as public transport is some distance away.

Development Planning & Design Services Ltd provided written representations on behalf of a resident. In summary their comments are:

Incorrect plans, application should be refused as there is a lack of information and details submitted contrary to UDP Policies and HDAS SPD. Northern end of The Drive is rural in character consisting of large detached dwellings situated on generous plots. Application seeks to replace a single dwelling with a larger and taller building with parking court thus completely changing the character of this rural and tranquil setting. Concerns of the prevalence of apartment buildings in this area and clarification on 10% rule. Loss of privacy to rear garden due to overlooking from upper windows of the apartment building. New plot will accommodate 5 separate properties totalling 16 bedrooms in comparison to 1 property at present. Likely of some loss of sunlight or daylight to the house and garden although acknowledge that it is not possible to establish this for certain. Does not achieve the 15 metre distance between adjoining properties so is over dominate and overbearing. Narrow lane, unlit with no pavement so considers PTAL to be very poor. Highly likely residents of the flats will be dependant on the car. Therefore adequate parking is essential and feel 6 spaces too low should be 9 or more. Lack of parking will result in highway safety issues of cars parked on The Drive, so should be refused. Application lacking in content and justification in terms of its scale, officer can not assess the proposals. Will be a degree of overlooking and overshadowing.

Ickenham Residents' Association:

Neighbouring residents have voiced their concerns and objections. Worried about this development trend along the private road and wonder if the 10% rule would be applied in this case.

Councillor Hensley:

Requested that the application be decided by Committee and also expressed concerns over the plans and building lines to the front.

OFFICER COMMENTS:

The assessment of the relevant planning considerations will be detailed in the latter sections of this report so will not be repeated in this section. The question regarding the building lines has been examined. Firstly it should be noted that both No.64 and No.66 have been extended. It would appear from initial investigations through the Council's own GIS system and photographs taken on site that the building lines are roughly in line with one another. Furthermore the proposed illustrative foot print of the replacement building will not protrude forward of the existing building line.

In addition the revised footprint of the proposed building illustrates that the replacement building could be set back 1.5 metre from the side boundary with No.64, as opposed to currently being on the boundary with No.64. The illustrative building line remains the same as the existing line on the other side boundary to no.68 such that it is set in a minimum of 2.2 metres to the rear and increases to 3.8 metres at the front. The illustrative layout of the new building shows that it could also be set back further from the front by around 1.4 metres and would be part extended to the rear by approximately 1.8 metres. The submitted illustrative plans indicate that there would be no encroachment on the 45 degree lines on either side and given the existing and significant extension to the rear of No.64 ensures that the proposed rear building line will not sit significantly beyond the neighbouring property. The amended site layout also illustrates that 8 car parking spaces can be adequately provided to the front along with the necessary landscaping required.

Internal Consultees

TREES/LANDSCAPE:

This site is occupied by a large two-storey detached house set within a generous size plot on the East side of The Drive. The house and plot are characteristic of this area which features a large variety of house designs and conditions, all of which are on a relatively grand scale. There are a number of trees in the front garden along the Northern edge - and others in the rear garden, which are indicated on plan.

COMMENT: There are no TPO's or Conservation Area designations affecting the site. No formal tree survey (to BS5837:2012) has been submitted. However, the trees (seen from the front only) are due to be retained and do not appear to be under direct threat from the development. The proposed flats will occupy a larger footprint than the existing house, but are well away from the existing trees. Nevertheless, tree protection will be required to safeguard the retained trees from the demolition and construction operations (including stockpiling of demolition spoil, storage of imported materials, site compounds and access). If the application is recommended for approval, landscape conditions should be imposed to ensure that the development retains and enhances the character and appearance of the area. RECOMMENDATION: No objection subject to conditions RES8, RES9 (parts 1,2,4,5 and 6) and RES10.

ACCESS OFFICER:

Any approval at this outline stage should convey to the applicant/agent that the following planning condition would apply to any full planning consent:

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2)

dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure an appropriate standard of housing stock in accordance with London Plan policy 3.8 c, is achieved and maintained.

HIGHWAYS OFFICER:

The Drive is an unclassified Borough road with speed limit of 30 mph. Parking appears unrestricted on both sides of the road although, due to the rural nature of the area, the carriageway does not appear attractive in terms of on street parking.

The PTAL rating for the site is 1a, on a scale between 0 (no access) and 6 (best access). Public transport accessibility is therefore poor. The neighbourhood is exclusively residential with no access to shops or amenities in the vicinity of the site.

Access:

Under the proposals, the existing vehicular crossover would be slightly relocated further north, towards the centre of the frontage; the proposed width and geometry would be similar to the existing. The proposed changes would not result in any substantial change in access arrangements compared to the existing provisions and no concern is raised in this respect.

The following conditions should be imposed on the planning application:

- Submission of detailed drawing showing the proposed access geometry and the section of footway to be reinstated;
- All off site works relative to footway reinstatement to close the current access and construction of the new crossover to be entirely funded by the applicant.

Parking:

In consideration of the poor PTAL, it is considered that the maximum parking ratio of 1.5 should apply to the units. Therefore 8 parking spaces are required.

A minimum of 5 secure and covered bicycle storage spaces should be provided for the occupants.

The following condition should therefore be applied:

- A detailed drawing showing a minimum of 7 vehicular parking spaces, of which at least 2 to be suitable for blue badge holders use should be supplied. The drawing should also provide location and details of 5 secure and covered bicycle storage units.

Traffic Impact Assessment:

Due to the size of the proposed development, it is anticipated that the trip generation would not have a severe impact on the transport and road network.

Refuse Bins:

A drawing should be supplied showing the location of the refuse bin store. While developing a refuse collection strategy, the following guidance should be considered:

- Building regulations 2010, Part H, Section H6, Paragraph 1.8;
- Manual for Streets, Paragraphs 6.8.9 to 6.8.11;
- BS 5906:2005, Section 11.

OFFICER COMMENTS:

Given the poor PTAL officers consider it appropriate to seek above the minimum number of spaces for this site (re: a higher level of parking than usually considered necessary for flatted development) and have requested that the applicant demonstrate that 8 spaces be provided. The amended illustrative layout now indicates that 8 car parking spaces can be provided satisfactorily along with the necessary landscaping. Furthermore the foot print of the illustrative new build will now be set in from both side boundaries by a minimum of 1.5 metres in accordance with relevant policy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site is located within the developed area as identified in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012). The site is not located in a conservation area and the building is not listed. In terms of the loss of the existing building, it has not been statutorily or locally listed as being of historical or architectural significance and there are no policies which prevent the demolition of the existing building, in principle. Furthermore previous permissions have been granted to significantly alter the original building including the entire roof.

The Council's HDAS Supplementary Planning Document 'Residential Layouts' July 2006 at paragraph 3.3 generally acknowledges that large plots currently used for single dwellings, through their careful and sensitive design, can be successfully redeveloped to provide flats. The paragraph goes on to add a note of caution in that it advises:-

'The redevelopment of large numbers of sites in close proximity to each other is unlikely to be acceptable including large numbers of redevelopments on any one street. The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing. On residential streets longer than 1 km the proposed redevelopment site should be taken as the midpoint of a 1 km length of road to be assessed.'

The above document underpins and supports Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), which seeks to protect the impacts of flatted development on the character and amenity of established residential areas.

Taking a 1 km length of The Drive with No.66 being the midpoint, this would total some 51 properties, 8 to the end of the road to the North and 43 properties to No.33 The Drive to the South; with only 3 (No. 37, No.51 The Drive and Harefield Place) having been granted permission for flatted conversion/ redevelopment. Together with this scheme, if all these schemes were implemented, this would account for 7.8% of the total number of properties. Even with Harefield Place, a strong case could be made that this should not be considered as it does not have a road frontage, being set well back from the road, behind a densely wooded frontage and therefore does not significantly influence its character. Which ever way this is assessed, the proposal would not breach the Councils 10% rule.

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

It is noted that there has been representation against the application which refers to the unique character of the Drive. However, The Drive has not been identified through any specific policy designation as being of special architectural character and it would therefore be very difficult to refuse any planning application for this reason. The only specific reference to The Drive in Ickenham is policy BE22 of the saved UDP policies which refers to 1.5m boundary distances being required.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The application site has an area of 0.11 hectares and the proposal seeks to provide 4 x 2 bedroom and 1 x 3 bedroom units. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 1a (Very Poor). Table 3.2 of the London Plan (2016) advises that an appropriate residential density for the site would range from 150-200 habitable rooms per hectare (hr/ha) and 35-55 units per hectare (u/ha) for units.

The development would have a density of 45 units per hectare and is therefore within the prescribed guidance.

Whilst it is noted that the Mayor's density guidance is of only limited value when considering schemes with less than 10 units; nevertheless, this scheme involves a relatively low density of development which would not be sufficient justification to refuse the application, having regard to the low density of surrounding residential development; the previously allowed schemes of lower densities; and the fact that this site represents an urban fringe location, which adjoins the Green Belt.

The proposed development would currently potentially provide 5 units with a housing mix of 4 x 2 bedroom and 1 x 3 bedroom units. The illustrated housing mix proposed at this location is therefore considered acceptable and meets a local housing need for the delivery of a family sized (3 bedroom) home.

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

Not applicable to this application.

7.04 Airport safeguarding

The proposal does not give rise to any concerns regarding airport or aerodrome safeguarding.

7.05 Impact on the green belt

The proposal is not within but on the edge of the green belt. However given its distance from the boundary and that it is a replacement dwelling, the proposal would not impact unduly on the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) 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 application is in outline form with all matters reserved. Therefore at this stage no firm details have been provided for the design, appearance, scale, landscaping or layout. In principle the plot is set back from the road and currently accommodates a detached two storey dwelling. The current dwelling although extended still has permission to be extended further, in particular with the raising of the existing overall roof height and additions of dormers to both the front and rear. Furthermore the neighbouring property to the South (No.64) which will be viewed in conjunction with the application site has also been significantly extended including the raising of its roof height, as previously outlined in the report.

The other neighbouring property to the North (No.68) is well screened by mature trees along the boundary and generally can not be viewed in conjunction with the application site. Importantly all existing trees will be maintained and appropriate conditions can be added to further protect this element.

In addition the submitted illustrative plans indicate that the replacement detached building could be two and half storeys with a crown roof with hipped ends. This would be similar in height to the existing permission for the alterations to the existing roof and is also similar in design and scale to the neighbouring property at No.64. The proposed replacement building is also illustrated to be set in from the side boundary with No.64 by 1.5 metre which would help add separation between the existing dwellings.

Although a large parking area would be provided in the front garden area, this would be set back from the road with landscaping and mature trees to the front and largely no different to what is already in situ. Furthermore, extensive hard-standing areas in front gardens are common features on The Drive.

Therefore subject to a suitable scale and design, which would be considered under the reserved matters application, the principle of the redevelopment of this site is considered acceptable in terms of its impact upon the street scene in accordance with Policy BE1 of the Hillingdon Local plan Part One and Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

7.08 Impact on neighbours

With regard to the impact of the amenities on the adjoining occupiers, Sections 4.9 of the SPD: New 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.

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

This is an outline application with all matters reserved however indicative layout and floor

plans have been submitted which illustrate that the development could be suitable. For example these plans demonstrate that the proposed development could have no windows facing either of the neighbouring properties whilst still providing adequate natural light to future occupants of the development. As with the assessment on the character of the area, there are existing buildings on the site, which indicate, with careful design it would be possible to develop the site without a material loss of residential amenity to neighbouring properties.

However the submitted plans illustrate that the proposed building line and foot print would not adversely affect the neighbouring properties in specific regard to the 45 degree lines to the rear. The proposed building would have to remain on the same line as the existing building line in relation to the side boundary to the North with No.68. There is also significant landscaping and existing mature trees which ensures good screening and separation between the properties. The proposed building would also be set further away from No.64 to the South than the existing building line, being proposed to be set back by 1.5 metre from the side boundary.

Furthermore the footprint of the proposed building has also been reduced and the majority of the additional bulk to the towards the South, nearest to No.64, has now been removed. Notwithstanding these current observations, careful consideration would need to be given with any detailed applications in the future to ensure no significant increase in loss of privacy to the occupants of the neighbouring dwellings.

Therefore subject to a suitable scale and design, which would be considered under the reserved matters application, the principle of the redevelopment of this site is considered acceptable in terms of its impact upon the amenity of the neighbouring properties in accordance with Policy BE1 of the Hillingdon Local Plan Part One and Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

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.

For a 2 bedroom flat/dwelling the minimum Gross Internal Area (GIA) is between 61 - 70 square metres and for a 3 bed it is 74 - 86 square metres. The proposed floor plans now submitted with the proposal indicate that:

Flat 1 could be a 2 bed four person flat with a GIA of 81 square metres;
Flat 2 could be a 2 bed four person flat with a GIA of 88 square metres;
Flat 3 could be a 2 bed four person flat with a GIA of 81 square metres;
Flat 4 could be a 2 bed four person flat with a GIA of 88 square metres; and
Flat 5 could be a 3 bed five person flat with a GIA of 89 square metres.

Given the above it is evident that the proposal could accord with the London Plan in regard to the proposed internal floor area. However these details would be subject to consideration within any future planning application for the reserved matters.

Policy BE23 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is usable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The existing rear garden would provide over 600 square metres of total shared amenity space which would exceed the 220 square metres of shared amenity space required by Council standards for the respective proposed units.

However, once again, these details would be subject to consideration within any future application for approval of the reserved matters.

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. The current scheme proposes 6 car parking spaces. However the PTAL rating for this site is 1a with poor access to public transport and hence heavy dependency on car travel.

In consideration of the poor PTAL, it is considered that the maximum parking ratio of 1.5 spaces should apply to all of the proposed flats. A minimum of 5 secure and covered bicycle storage spaces should be provided for the occupants.

Under the 'indicative' proposals, the existing vehicular crossover would be slightly relocated further North, towards the centre of the frontage; the proposed width and geometry would be similar to the existing. The proposed changes would not result in any substantial change in access arrangements compared to the existing provisions and no concern is raised in this respect.

It is recommended the following conditions should be imposed on the planning application:

- Submission of detailed drawing showing the proposed access geometry and the section of footway to be reinstated;
- All off site works relative to footway reinstatement to close the current access and construction of the new crossover to be entirely funded by the applicant.

7.11 Urban design, access and security

Subject to a condition to ensure that all of the units would be designed to the standards of 'accessible and adaptable' M4(2) of Approved Document M of the Building Regulations (2015), the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016) and ensure the delivery of a range of housing types that meet the diverse needs of Londoners and an ageing population.

7.12 Disabled access

Policy 3.8 of the London Plan (July 2011) advises that all new housing development should be built in accordance with Lifetime homes standards. Further guidance on these standards is provided within the Council's Supplementary Planning Document: Accessible

Hillingdon.

The access officer has advised that the applicant should be advised that future full planning application would need to submit drawings that ensure the development is fully compliant with policy 3.8 the 2011 London Plan and the details of the Lifetime Home Standards.

The proposed floor plans illustrates an internal lift for the future occupants of the development which would help those unable to use stairs to access the proposed flats on the upper floors.

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.

This application is in outline form, with all matters including landscaping being a reserved matter for future consideration. However there are a number of mature trees both at the front and rear of the property which have all been identified on the submitted plans. These plans indicate that no trees will be removed and therefore the Council's Trees/Landscape Officer has no objections to the proposal subject to the imposition of appropriate conditions.

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.

Provision for the siting of suitable refuse storage facilities is not indicated on the submitted plans however this would be examined during any future application for the detailed reserved matters and can then be made the subject of appropriate conditions if necessary.

7.16 Renewable energy / Sustainability

Given the potential scale and nature of the proposed development, it is not considered likely to raise significant sustainability concerns.

7.17 Flooding or Drainage Issues

Not applicable to this application as the site is not within a flood zone.

7.18 Noise or Air Quality Issues

It is considered that the general layout of the proposed development, which would benefit from being on a large plot would not result in such an increase in activity, noise, vibration and/or general disturbance so as to result in being detrimental to the amenities of surrounding properties. It would therefore comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The potential scheme is not considered to be of a scale which would result in any significant impacts on local air quality.

7.19 Comments on Public Consultations

The comments raised through the consultation process and the potential concerns relating to the impact of the development on adjoining occupiers have been considered in the main body of the 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.

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.

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 proposal has been assessed against current policies and guidance for new housing development in terms of the potential effects of the proposal on the nearby dwellings, and on the character of the surrounding area; the potential impacts on the residential amenities of adjoining and nearby occupiers, and on highways related matters. The amenities of the future occupants of the dwellings have also been considered.

Taking all matters into consideration it is concluded that the principle for residential redevelopment of the site is acceptable overall. Whilst The Drive, which is a private road, is considered by the residents to be within an attractive rural area it does not benefit from any specific designation or protection. The Drive has not breached the Council's 10% guidance figure for flattened redevelopment of sites and it is considered that the proposed illustrative parking provisions is acceptable subject to the imposition of conditions.

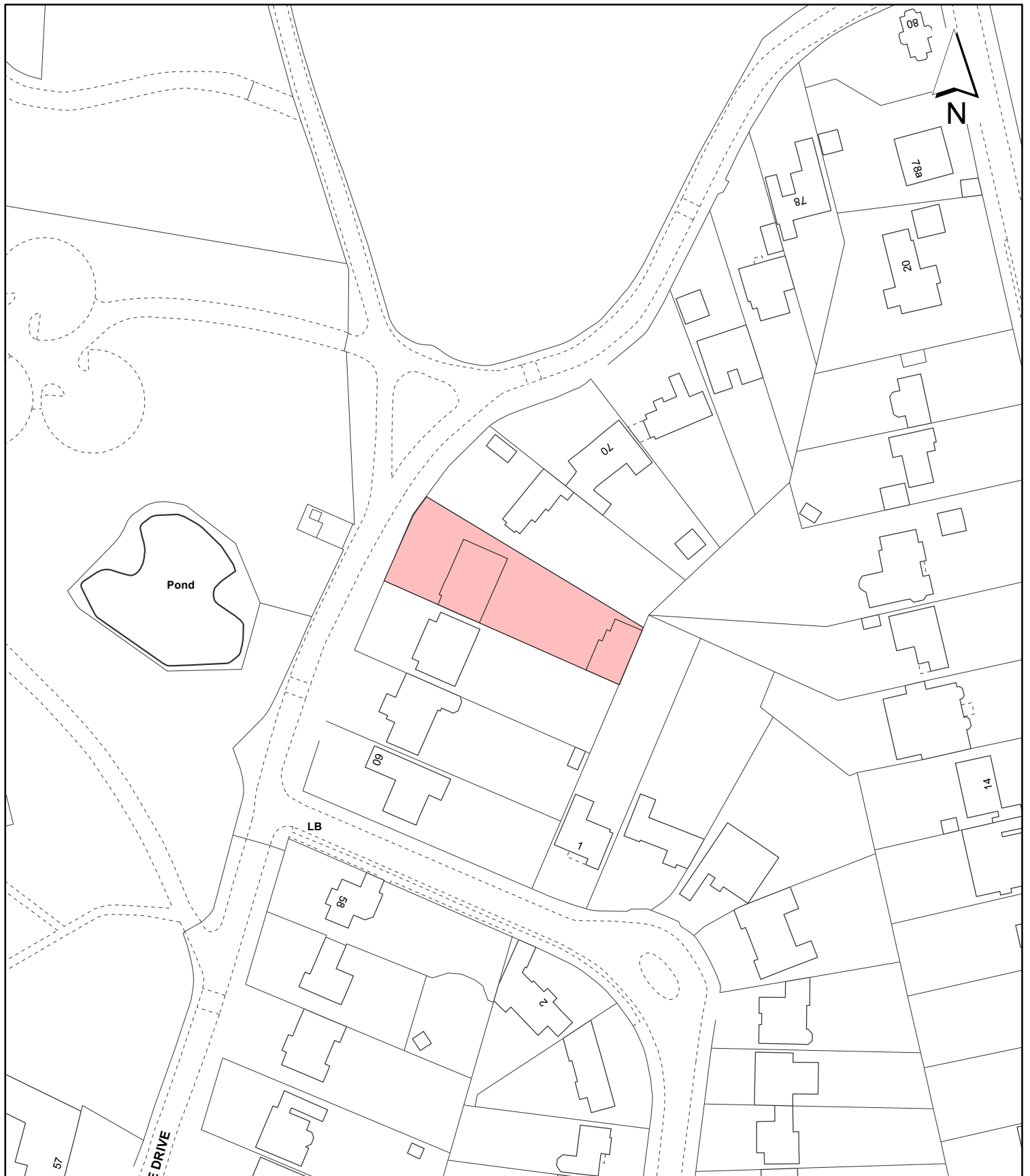
The proposal is therefore recommended for approval subject to a number of conditions.

11. Reference Documents

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

Contact Officer: Hardeep Ryatt

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Notes:

 Site boundary

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Site Address:

66 The Drive

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

Planning Application Ref:
4011/APP/2017/203

Scale:
1:1,250

Planning Committee:
North

Date:
June 2017

