

Report of the Head of Planning, Sport and Green Spaces

Address 9 HARVIL ROAD ICKENHAM

Development: Two x 2-storey, 5- bed detached dwellings with associated parking and amenity space and installation of vehicular crossover.

LBH Ref Nos: 52950/APP/2017/2470

Drawing Nos: 17_42_03 G
17_42_04 G
17_42_01 B
201510/LP/01
Design & Access Statement
17_42_02 H

Date Plans Received: 07/07/2017 **Date(s) of Amendment(s):**

Date Application Valid: 19/07/2017

1. SUMMARY

The application seeks permission for the erection of two x 2 storey 5 bed detached dwellings with associated parking and amenity space.

The proposed development by virtue of the design, scale and bulk is considered unacceptable and would be out of keeping with the character and appearance of the street scene and the neighbouring area. Also given the orientation and close proximity of the proposed dwelling within the plot, it is also considered the proposal would result in a loss of amenity to the adjoining occupiers contrary to the Hillingdon Local Plan (2012) and the London Plan 2015 and is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its size, scale, bulk, location and design would result in a cramped, unduly intrusive, visually prominent and undesirable form of development, that would fail to harmonise with the existing character of the area. The proposal would therefore be detrimental to the character and appearance of the adjoining properties and the visual amenity of the street scene and the wider area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2015) and the council's adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposed dwelling within plot 2 by virtue of its orientation and proximity, would be detrimental to the amenities of the adjoining occupiers at 10 Harvil Road, by reason of loss of privacy. Therefore the proposal would be contrary to Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

INFORMATIVES

1 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

2 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).

3 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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.
EM6	(2012) Flood Risk Management
H3	Loss and replacement of residential accommodation
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement,

4

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is large rectangular corner plot located at the junction of Harvil Road and Highfield Drive. It comprises a detached bungalow, set back centrally in the plot, with an attached garage to the rear and vehicular access from Highfield Drive.

The area is characterised by a mixture of detached two storey houses and chalet bungalows on large plots of land which are set back from the road frontage and generally maintain an open character and appearance. No. 10 adjacent and no. 8 on the opposite side of the junction are both 2 storey dwellings.

The Western boundary abuts the gardens of 13 and 15 Highfield Drive. To the East are open fields, which are located within the Green Belt. The site is also covered by Tree Preservation Order (TPO) 620.

3.2 Proposed Scheme

This application seeks permission for the demolition of the existing detached bungalow and the erection of a two x 2-storey, 5- bed detached dwellings with associated parking and amenity space and the installation of a new vehicular crossover accessing Harvil Road.

3.3 Relevant Planning History

52950/APP/2016/2599 9 Harvil Road Ickenham

Erection of a two storey detached building with habitable roof space to create 5 x 2-bed self-contained flats with car parking in a basement area, to involve associated landscaping and boundary treatment and installation of vehicular crossover to side (Resubmission).

Decision: 10-10-2016 Refused

52950/APP/2016/540 9 Harvil Road Ickenham

Erection of a two storey detached building with habitable roofspace to create 6 x 2-bed self contained flats with car parking and gym in a basement area, to involve associated landscaping and boundary treatment and installation of vehicular crossover to side

Decision: 24-05-2016 Withdrawn

52950/PRC/2014/128 9 Harvil Road Ickenham

Demolition of existing bungalow and erection of 2 detached dwellings

Decision: 05-02-2015 OBJ

Comment on Relevant Planning History

52950/APP/2016/2599 - Erection of a two storey detached building with habitable roof space to create 5 x 2-bed self-contained flats with car parking in a basement area, to involve associated landscaping and boundary treatment and installation of vehicular crossover to side (refused).

52950/APP/2016/540 - Erection of a two storey detached building with habitable roofspace to create 6 x 2-bed self-contained flats with car parking and gym in a basement area, to involve associated landscaping and boundary treatment and installation of vehicular crossover to side (withdrawn).

The previous application for a single two storey detached property was refused on the basis of the size and scale of the proposal, resulting in a cramped form of development in a visually prominent location, which would fail to harmonise with the existing character of the area. The proposal was also considered to result in a detrimental impact to the amenity of the neighbouring property.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

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

BE20 Daylight and sunlight considerations.

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

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

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

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

EM6 (2012) Flood Risk Management

H3 Loss and replacement of residential accommodation

OE8 Development likely to result in increased flood risk due to additional surface water

	run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

6 neighbours were consulted for a period of 21 days expiring on the 11 August 2017. A site notice was also erected on the telegraph pole to the front of the property expiring on 22 August 2017.

2 responses were received from nearby neighbours raising the following issues:

- Loss of privacy.
- Loss of overall wellbeing and enjoyment of our house and garden.
- Destroying the current traditional character of the street scene.
- Contrary to adopted guidelines set out in HDAS.
- The proposal has flaws that have an adverse impact on our property and distorts the impact. The actual site boundary measurements are omitted and represented incorrectly on the submitted plans.
- Plot 1 presents a huge block out of character with the area and filling the whole width of the plot, with no front garden and a huge glazed balcony overlooking the road.
- Plot 1 overlooking the neighbouring garden at no. 10.
- Plot 2 building encroaches ahead of the existing building line.
- Plans disingenuous with the building built closer to our property than the block of flats previously rejected.
- The boundary line between 9 and 10 is shown angling to the North and encroaching on no. 10's land. Land Registry documents show both plots as rectangles with no curve in the boundary.
- The proposed new access on Harvil Road is in close proximity of the hedge and is thus concealed with limited sightlines.
- Properties higher than adjacent houses.
- Design completely out of keeping, big, bulky, incongruous and visually intrusive, including two storey flat roofed elements front and rear, totally ugly, prison like and unsympathetic.
- Overbearing.
- Loss of light/daylight.
- Design and Access Statement makes reference to developments at 17a and 12 Harvil Road. 17a cannot be compared as it is set back and centred in position and does not overwhelm the neighbouring properties. No. 12 caused years of problems, appeals and enforcement, fines and a partial rebuild. Locally this is an absolute eyesore and a blot on the character of Harvil Road.
- No turning area for cars shown.
- Proposed bin store within a few feet of no. 10's french windows of the living room and our patio

area.

- Concerns regarding construction disturbance (dust and dirt) from the proposal would be overwhelming, being a threat to health.

A petition with 20 signatories against the proposal was also submitted.

Ickenham Residents Association - According to the proposed site plan the roof of the new dwelling replacing the previous bungalow would be higher than no. 10 next door and that of no. 8 Harvil Road which gives rise to concerns about possible future conversion to habitable use.

Furthermore the front building line with integrated garage is extending massively beyond the lines of no. 10 plus the added proposed vehicular access right up to the boundary, which seems particularly wide compared with other entrances in Harvil Road and may require special scrutiny regarding adjoining boundaries.

Harvil Road has been designated as the future major construction traffic route for HS2 in Ickenham and this proposal will add to the traffic congestion already blighting the area as present.

Comparing the two proposed new dwellings, either facing Highfield Drive or Harvil Road, they do not appear to harmonise with the general street scene because of their large footprint. With regard to amenity space requirements, it appears very cramped in relation to the size of the houses, particularly the one accessed from Highfield Drive.

The general comments from the previous submission are still relevant.

Officer response: Each application is assessed on their own merit. Possible future alterations would not be a material planning consideration unless it is considered that the re-development of the plot has reached a maximum potential, in which circumstance conditions could be imposed to withdraw permitted development rights to ensure the impact of any further development could be assessed.

A Ward Councillor has asked that the application be referred to Committee.

Internal Consultees

Access Officer - No response.

Tree/Landscaping - The site lies within the area covered by TPO 620, although there are no protected trees on site. The garden contains some small trees and other ornamental planting of no particular merit, with taller screen planting along the North and West boundary. No trees of merit will be affected by the proposal. If the application is recommended for approval, landscape conditions should be imposed to ensure that the development enhances the character and appearance of the area.

Highways - Harvil Road has a 1.2 m wide footpath and Highfield Drive has no footpath but a wide (4.5 m) verge. There are no parking restrictions on Harvil Road or Highfield Drive and no parking stress as the surrounding detached properties have ample off-street parking. The site has a PTAL value of 1 (poor) although there are bus services within a short walk. With this level of public transport accessibility there will be a strong reliance on the private car for trip making. The proposals involve the demolition of the existing building and the erection of 2 detached 5 bed houses each with a garage and driveway parking. There is use of the existing crossover on Highfield Drive and the creation of a new crossover on Harvil Road. Cycle storage can be accommodated in each of the garages. The proposal will result in additional traffic when compared with the existing single dwelling but highway capacity is not an issue in this particular location. The provision of refuse/recycling storage can be conditioned. On the basis of the above comments I do not have significant highway

concerns over the above application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF has a requirement to encourage the effective use of land by re-using land. This is an existing residential unit set in a spacious 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).

An infill dwelling has been erected to the rear of No.8 Harvil Road (17a Highfield Drive). It is considered that the proposed dwelling facing onto Highfield Drive could also be considered an infill dwelling.

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

7.02 Density of the proposed development

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

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 and its impact on adjoining occupiers.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

An area of Green Belt is located to the West of the site, on the opposite side of the road. Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not allow developments adjacent to or conspicuous from the Green Belt that would injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The proposed development sits within the line of existing residential units facing Harvil Road, which are primarily large detached two storey dwellings. It is therefore not considered the two storey building would result in a significant visual impact on the adjacent Green Belt. The proposed scheme therefore complies with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Policy BE13 ensures development harmonises with the existing street scene or other features of the area which are considered desirable to retain or enhance. BE19 ensures new development complements or improves the amenity and character of the area. The NPPF (2012) also 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 proposal sub divides the site into two plots. Plot 1 to the rear maintains the existing vehicular access from Highfield Drive, with the proposed dwelling fronting that road, whilst Plot 2 at the front faces Harvil Road with a new vehicular close to the boundary with no. 10. The proposed dwellings are of a similar scale and design with the main body of the buildings measuring 15.5 m in width, 8.75 m in depth with a hipped roof of 8.5 m in height. To the rear both buildings have a two storey flat roofed projection, centrally positioned, at a depth of 2.5 m and a width of 5.9 m and at the front there is an additional two storey flat roofed projection of 1 m in depth and 3.6 m in width. Both measure 6 m in height projecting 0.4 m above the eaves of the main roof slope.

Plot 1 has a detached garage to the side/rear of the proposed dwelling, set back 1m from the boundary with no. 10 and 1 m from the new rear boundary of plot 2. This measures 7.33 m in depth, 4 m in width and has a flat roof of 3.3 m in height. The proposed dwelling is set back 1 m from the rear boundary with no. 15 Highfield Drive and 2 m from the boundary with Highfield Road (1 m from the two storey front projection). This positions the new dwelling approximately 3 m beyond the return building line.

Plot 2 has a part integrated garage to the side, adjacent to the boundary with no 10. This forms an additional single storey side element to the dwelling at 1.5 m in width with a flat roof of 3.2 m, projecting 1 m to the front and rear of the dwelling. The dwelling is set back 1 m from the boundary with no. 10 (2.5 m at first floor level) and 1 m from the side boundary with Highfield Drive, also breaching the return building line. The dwelling has also been set forward in the plot and projects approximately 2.15 m beyond the main building line of no. 10 (3.13 m including the front projection). The neighbouring dwelling is one of the most forward of the properties fronting Harvil Road and although it is noted that many of the dwellings within the street scene do have front projections of varying scale and form, the forward projection of the main body of the dwelling would encroach on the established front building line of this part of the street scene. These are substantial buildings with the front dwelling extending across virtually the whole width of the plot and the rear dwelling positioned in close proximity to the rear boundary of the site and significantly forward of the return building lines. The design including the front and rear two storey flat roofed projections are out of keeping with the general street scene and the overall height when viewed against the two adjacent properties would be approximately 0.9 m higher. Although it is noted there is some variety in the design, height and general appearance of the dwellings along Harvil Road, the overall scale and massing set within a prominent corner position is considered overbearing and visually intrusive, including in longer range views from the East, beyond intervening open Green Belt land, from the junction of Swakeleys Road with Breakspear Road.

Therefore given the scale and design of the buildings set within a prominent corner position, it is considered that the proposal is unacceptable and would harm the character and appearance of the street scene and the wider area. As such the proposal fails to comply with Part 1 Policy BE1 and Part 2 Policies BE13, BE15 and BE19 of the Hillingdon Local Plan (November 2012) and guidance in HDAS: Residential Layouts.

7.08 Impact on neighbours

Policy OE1, OE3 and BE24 of the Hillingdon Local Plan (November 2012) require the design of new developments to protect the amenity and privacy of neighbouring dwellings. Also the proposed development should not breach the 45 degree guideline when taken from the rear elevation of the neighbouring dwelling, ensuring no significant loss of light,

loss of outlook, or sense of dominance in accordance with Policy BE20 and BE21 of the Hillingdon Local Plan (November 2012).

The Council's HDAS 'Residential Layouts' advises at paragraph 4.9 that buildings should avoid being over dominant from neighbouring properties and normally a minimum 15 m separation distance should be maintained between habitable room windows and elevations of two or more storeys (taken from a 45 degree splay from the centre of habitable room windows). Paragraph 4.12 of the guidance also advises that where habitable room windows face each other, a minimum 21 m distance is required to safeguard privacy. This also applies to an area of private amenity space or patio, normally taken to be the 3 m depth of rear garden immediately adjoining the rear elevation of a residential property.

It is noted that the existing bungalow is set deep in the plot with the front elevation facing Harvil Road and level with the rear elevation of the adjacent property no.10. It extends 19.25 m in depth, set back 1.45 m from the Northern boundary. The proposed dwelling in plot 2 has been moved forward within the plot more in line with others facing Harvil Road. It would be situated approximately 21 m from no. 8 Harvil Road, separated by Highfield Drive and approximately 37.8 m from the boundary with no. 15 Highfield Road to the rear. To other side no. 10 Harvil Road is set back approximately 1 m from the shared boundary, giving a total degree of separation of 2 m, increasing to 3.5 m at first floor level. To the rear the proposed building line of the main dwelling is very similar to the neighbouring property, with the proposed single storey element projecting 1.3 m beyond the rear. To the front the single storey element would project approximately 3 m beyond the neighbouring property. In terms of the depth of projection the proposed dwelling would comply with HDAS requirements for maintaining adequate outlook and it is noted that the dwelling would not compromise a 45 degree line of sight from the adjacent windows. It is noted that no. 10 has side Southerly facing secondary windows to habitable rooms that currently benefit from an open outlook over the front garden of the existing dwelling. These help to mitigate the bulk of the existing bungalow situated at depth along the rear boundary of that property. However as that will be removed, this would allow more light and less overshadowing of the rear of the neighbouring property and as such, on balance, it is not considered that the proposed dwelling in plot 2 would result in a significant loss of amenity to those properties.

Plot 1 is situated at the rear of the plot, with the proposed flank wall situated approximately 33 m from the rear of no. 15 Highfield Drive. Opposite the proposed dwelling would face 17a Highfield Drive, separated by the road in between. To the North the proposed dwelling would be set back 5.5 m from the side boundary of no. 10 Harvil Road, with direct views over the rear garden in very close proximity. Therefore in view of the potential loss of privacy of the adjacent property the proposal is considered unacceptable and fails to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan (November 2012) and guidance in HDAS: Residential Layouts.

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London 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. This requires a minimum floor

area for a 5 bed 8+ persons dwelling of 128 sq.m. This proposed dwellings are substantial with a floor area in excess of 250 sq.m, which meets the minimum requirement.

It is considered that all the proposed habitable rooms, would have an adequate outlook and source of natural light, and therefore comply with the SPD: New Residential Layouts: Section 4.9.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM14 of the Hillingdon Local Plan: Part Two- Saved UDP Policies (November 2012) requires developments to comply with the Council's Car Parking Standards, although this policy predates the National Planning Policy Framework. This requires the establishment of criteria to be considered when setting local parking standards including the accessibility of the development and the availability of and opportunities for public transport. The site has a poor PTAL rating and would require the provision of 1.5 car parking spaces plus 1 cycle space per unit. The supporting plans identify the provision of 3 car parking spaces for each dwelling including the garage, with space to provide secure cycle parking within the garages as well. The Highways Officer has raised no objections to the proposal. Therefore, the proposals are considered to be compliant to the Council's policies AM7 and AM14 of the Council's Local Plan Part 2.

7.11 Urban design, access and security

The Council's HDAS guidelines require a minimum of 100 sq.m of private amenity space for a five bedroom dwelling. The plans indicate plot 1 would have approximately 132 sq.m, and plot 2 would have approximately 160 sq.m, and both are therefore in excess of this requirement.

The accompanying plans indicate a separate bin storage area for each dwelling. Concerns have been raised that the area indicated for plot 2 is situated immediately adjacent to the private patio area of the neighbouring property at no. 10. This concern is duly noted and a revised location for the bin store could be conditioned to be requested as part of a landscaping scheme if all other aspects of the proposal were acceptable.

7.12 Disabled access

The Access Officer has not raised any concerns with relation to this application.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, Landscaping and Ecology

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The site lies within the area covered by Tree Preservation Order No. 620. However, there are no protected trees at this address, or which may influence the site. The Landscape Officer has raised no objections subject to the imposition of a condition for landscaping to ensure the development enhances the character and appearance of the area, subject to all other considerations being acceptable. It is therefore considered the proposal complies with policy BS38 of the Hillingdon Local Plan (November 2012).

7.15 Sustainable waste management

Not relevant to this application.

7.16 Renewable energy / Sustainability

Not relevant to this application.

7.17 Flooding or Drainage Issues

The highways are shown at risk of flooding on the Environment Agency maps; therefore

development will need to contribute to manage surface water run off. A condition should be added to require submission of details for sustainable urban drainage.

7.18 Noise or Air Quality Issues

Not relevant to this application.

7.19 Comments on Public Consultations

Issues raised have been addressed within the report.

7.20 Planning Obligations

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

Presently calculated the amounts would be as follows;

LBH CIL £48,370.63

London Mayoral CIL £18,939.55

Total CIL £67,310.18

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The application seeks planning permission for the demolition of the existing bungalow and the erection of a 2 x two storey 5 bed dwellings with associated parking and amenity space.

The proposal is considered to have a negative impact upon the visual amenity of the site and the surrounding area and would result in a loss of residential amenity to neighbouring occupiers.

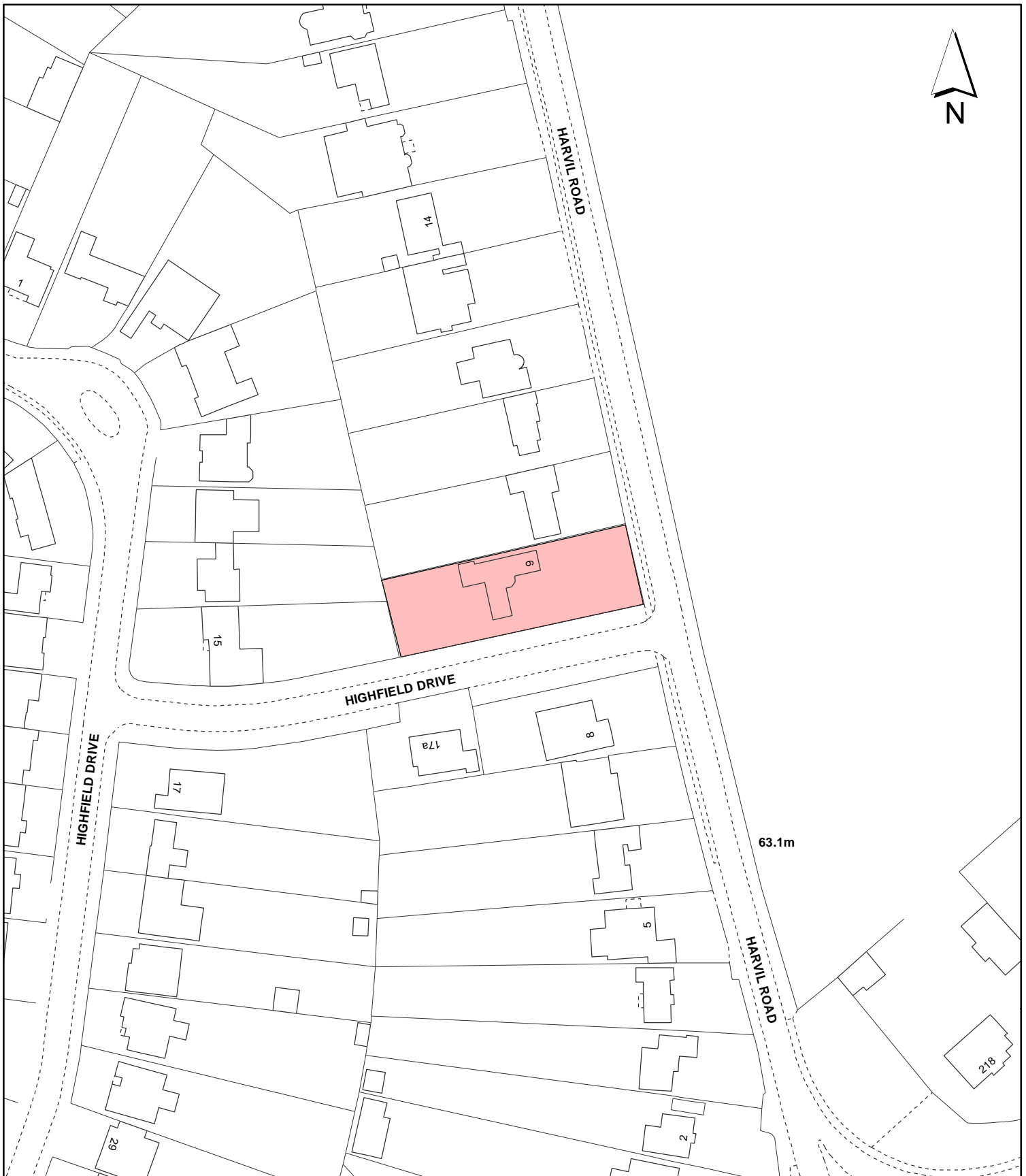
As such the application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).
Hillingdon Local Plan Part 2.
The London Plan (2016).
Supplementary Planning Document HDAS: Accessible Hillingdon.
National Planning Policy Framework.

Contact Officer: Liz Arnold

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

9 Harvil Road

Planning Application Ref:

52950/APP/2017/2470

Planning Committee:

North

Scale:

1:1,250

Date:

October 2017

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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



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