

Report of the Head of Planning, Sport and Green Spaces

Address 1 ALPHA ROAD HILLINGDON

Development: Demolition of existing bungalow and outbuildings and erection of a two storey building to provide 4 x two-bed flats with associated parking and amenity space and installation of vehicular crossover to front

LBH Ref Nos: 41903/APP/2017/2637

Drawing Nos: 1 AR/P/08 Rev. D
1 AR/P/07 Rev. C
1 AR/P/06 Rev. F
1 AR/P/05 Rev. A
1 AR/P/04 Rev. C
1 AR/P/09
1 AR/P/03 Rev. B
1 AR/P/02 Rev. A
1 AR/P/01 Rev. B
Assessment of daylight/sunlight availability

Date Plans Received: 19/07/2017

Date(s) of Amendment(s):

Date Application Valid: 19/07/2017

1. SUMMARY

The application seeks planning permission for the demolition of the existing bungalow and outbuildings and erection of a two storey building to provide 4 x two-bed flats with associated parking and amenity space and installation of vehicular crossover to front and represents a resubmission following a refusal and pre-application advice. The proposed units would comply with the internal floor space standards set out in Policy 3.5 and Table 3.3 of the London Plan (2016), would not result in an incongruous addition to the street scene and have overcome the previous concerns in terms of the parking layout. However, despite a reduction in the bulk of the roof, the concerns previously raised in terms of the impact on the occupants of the ground floor flat in Pole Hill Court have not been fully and acceptably addressed. The proposed two storey building by reason of its size, scale bulk and proximity, with inadequate separation distances between the proposed dwelling and the existing ground floor flat at 32A Pole Hill Road, would be detrimental to the amenities of the occupiers of this property by reason of overdominance, overshadowing, visual intrusion and loss of outlook.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed two storey building by reason of its size, scale bulk and proximity, with inadequate separation distances between the proposed dwelling and the existing ground floor flat at 32A Pole Hill Road, would be detrimental to the amenities of the occupiers of this property by reason of overdominance, overshadowing, visual intrusion and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 7.4	(2016) Local character
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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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. The Council's supports pre-application discussions.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the Northern side of Alpha Road and comprises a bungalow with accommodation in the roof space. The site is bordered to the South East by 3 Alpha Road and to the North West by 32 Pole Hill Road (comprising two flats, one at ground level, the other at first floor). Along the rear boundary lies amenity space and a parking area for a block of flats (Pole Hill Court, 32A Pole Hill Road). The rear gardens of 28 and 30 Pole Hill Road and 15 and 17 Butler Street are located opposite the application site. The application site has a PTAL of 2.

3.2 Proposed Scheme

The application seeks planning permission for the demolition of existing bungalow and outbuildings and erection of a two storey building to provide 4 x two-bed flats with associated parking and amenity space and installation of vehicular crossover to front.

3.3 Relevant Planning History

41903/A/88/1370 Omega Lodge, 1 Alpha Road Hillingdon

Erection of a single storey side extension with pitched roof to bungalow

Decision: 19-10-1988 Refused **Appeal:** 10-07-1989 Dismissed

41903/APP/2016/3865 1 Alpha Road Hillingdon

Two storey building to provide 4 x 2-bed self contained flats with associated parking and amenity space involving extensions to existing crossovers to front and demolition of existing bungalow

Decision: 03-01-2017 Refused

41903/B/89/0223 Omega Lodge, 1 Alpha Road Hillingdon

Erection of single storey side extension to bungalow.

Decision: 13-06-1989 Refused

41903/C/90/0315 1 Alpha Road Hillingdon

Erection of an attached garage and single-storey side extension with pitched roof over

Decision: 02-04-1990 Approved

41903/G/94/1743 Omega Lodge, 1 Alpha Road Hillingdon

Retention of pitched roof over garage; amendment to planning permission ref. 41903C/90/315 dated 02/04/90; Erection of an attached garage and single-storey side extension with pitched roof over

Decision: 31-01-1995 Approved

41903/PRC/2016/72 1 Alpha Road Hillingdon

Demolition of existing bungalow and outbuildings and new 4 x 2-bed flats

Decision: 20-07-2016 OBJ

41903/PRC/2017/59 1 Alpha Road Hillingdon

Demolition of existing bungalow and outbuildings and erection of a two store building to provide x two-bed flats

Decision: 06-06-2017 OBJ

Comment on Relevant Planning History

The application follows a recent application for pre-application advice under application reference 41903/PRC/2017/59 for a similar proposal. The conclusion of this pre-application advice was:

"There is no objection in principle to the demolition of the existing building and the redevelopment of the site to provide additional residential units, in accordance with NPPF and Policy H3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The proposed units would comply with the internal floor space standards set out in Policy 3.5 and Table 3.3 of the London Plan (2016), would not result in an incongruous addition to the street scene and have overcome the previous concerns in terms of the parking layout. However, despite a reduction in the bulk of the roof, the concerns previously raised in terms of the the overshadowing and loss of outlook to the occupants of the ground floor flat in Pole Hill Court have not been fully and acceptably addressed. The proposed two storey building by reason of its size, scale bulk and proximity, with inadequate separation distances between the proposed dwelling and the existing ground floor flat at 32A Pole Hill Road, would be detrimental to the amenities of the occupiers of this property by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts. Thus, in the form submitted, the proposal could not be supported."

1903/APP/2016/3865 for the erection of a two storey building to provide 4 x 2-bed self contained flats with associated parking and amenity space involving extensions to existing crossovers to front and demolition of existing bungalow was refused for the following reasons:

1. The proposed two storey building by reason of its size, scale bulk and proximity, with inadequate separation distances between the proposed dwelling and the existing ground floor flat at 32 Pole Hill Road, would be detrimental to the amenities of the occupiers of this property by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.
2. The proposed development by reason of the inadequate depth of the proposed parking spaces fails to provide sufficient off street parking provision which meets the councils approved parking standards to service the proposed dwellings. The development would

therefore lead to additional on street parking, in an area where such parking is at a premium, to the detriment of public and highway safety and is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012), the Councils adopted car parking standards and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3. The proposed development by reason of the excessive width of the proposed crossovers, would make inadequate provision for pedestrian refuge and would therefore prejudice the safety of pedestrians and vehicles using the highway. As a result it would be contrary to policy AM7 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

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

BE20 Daylight and sunlight considerations.

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.

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

LPP 3.3 (2016) Increasing housing supply

LPP 3.4 (2015) Optimising housing potential

LPP 3.5 (2016) Quality and design of housing developments

LPP 3.8 (2016) Housing Choice

LPP 7.4 (2016) Local character

NPPF1 NPPF - Delivering sustainable development

NPPF6 NPPF - Delivering a wide choice of high quality homes

NPPF7 NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

11 neighbouring properties were consulted by letter dated 26.7.17 and a site notice was displayed to the front of the site which expired on 13.9.17. 1 letter of comment raising concerns about noise and disturbance during construction.

Officer Comment: This issue could be addressed by the imposition of a construction informative in the event of an approvable scheme.

Ward Councillor: Requests that the application is reported to committee for determination.

Internal Consultees

Highways Officer:

The plot is currently occupied by a bungalow style dwelling. Two existing crossovers, respectively adjacent to the North West and South East property boundaries, grant access to a forecourt that provides parking space for approximately 3 cars. Alpha Road is an unclassified, residential road located at short walking distance from Uxbridge Road and its local shop parades and amenities. The speed limit is 30 mph. On-street parking is unrestricted, however, the streets surrounding the application site (also including Alpha Road itself) have narrow carriageways and experience high parking demand. As a result, local parking stress appears to be high. The PTAL for the site is 2 (poor), a result of long distance of the site from rail services. A number of local bus routes are available along the Uxbridge Road. The applicant requested pre-planning advice for these proposals and this was obtained in July 2016. The overall feedback from the Council was an objection to the scheme.

The highways comments can be summarised as follows:

The number of proposed parking spaces, six, was in line with current planning policy (maximum 1.5 parking spaces per dwelling);

Parking spaces need to be at least 4.8 m long, measured at least 0.15 m from the front of the property to the site boundary;

The proposed crossover width (the original proposal included a crossover 17.5 m wide at the back of the footway) was excessive and detrimental to pedestrian safety;

One secure bicycle storage space per dwelling was required;

The number of trips likely to be generated by the increase units would not result in severe impacts on local traffic operations.

Insofar as the current application the number of parking spaces has been kept to 6, which is in line with current standards. The parking bays appear to be of a standard length (4.8 m x 2.4 m).

Compared to the initial proposals, the crossover design has been modified so as to reduce the impact of continuous crossovers. The applicant must ensure that an unobstructed visibility above the height of 1.05 m should be maintained from each site access for vehicles at least 2.4 m in both directions along the back edge of the footway. Any fencing/hedging above 1.05 m would have to allow drivers to be able to see through it. This is for the safety of pedestrians along the footway. The proposed secure bicycle storage complies with current council standards. It is anticipated that the trips generated by proposals would not have any severe impact on local traffic operations. The proposed location of bin stores complies with advice provided in Building regulations 2010, Part H, Section H6.

On the basis of the above comments I do not have significant highway concerns over this revised application.

EPU: No objections subject to construction informative.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In terms of the principle of the proposed development, there is no material objection to the replacement of an already established residential use on the site, and which is within an established primarily residential area.

Subject to normal development control criteria, which have been assessed in the relevant sections section of the report and having regard to The London Plan (2016) and the Council's policies and guidelines, it is considered that the principle of new residential development in this location is considered to be acceptable.

7.02 Density of the proposed development

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

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

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'. In addition, Policy BE13 of the Hillingdon Local Plan (November 2012) acknowledges that 'development will not be permitted if the layout and appearance fail to harmonise with the existing street scene'. The emphasis placed on the impact of a development upon the character of the surrounding area is further emphasised under Policy BE19 of the Hillingdon Local Plan (November 2012), which recognises that 'The Local Planning Authority will seek to ensure that new development within residential areas complements or

improves the amenity and character of the area'. Paragraph 4.14 of the Residential Layouts HDAS SPD specifies that developments should incorporate usable, attractively laid out and private garden space conveniently located in relation to the property or properties it serves. It should be of an appropriate size, having regard to the size of the dwelling and character of the area. Paragraph 4.27 of the HDAS SPD gives advice that building lines within a new development should relate to the street pattern of the surroundings whilst the height of the development is best determined by reference to the proportions, siting and lines of surrounding buildings.

The current building on the site is a single storey dwelling. The surrounding area is characterised by two-storey buildings with a mixture of terraced and semi-detached dwellings along with blocks of flats. The orientation and positioning of the proposed building would reflect the existing property with the front building line set back slightly from the existing front building line. The scale of the proposed development would be in keeping with the character of the surrounding area and would not appear as an overly dominant addition to the street scene. As a result it is considered that the proposed building would not have a negative impact upon the visual amenity of the site or the surrounding area in compliance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) give advice that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded.

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

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

The previous application raised concerns in terms of the impact that the erection of the two storey building would have on the light and outlook to the ground floor windows serving the lounge and dining area on the occupants of 32A Pole Hill Road. It is acknowledged that the roof of the proposed building has been amended to reduce the overall bulk of the building with the roof being hipped away from the boundary with this property. However the height, bulk and proximity remains similar to that which was previously considered unacceptable by the Council. The applicant has submitted a daylight/sunlight report with this application which concludes that the proposed development at 1 Alpha Road will not significantly affect

the daylight or sunlight access of the neighbouring property at 32A Pole Hill Road and that the recommendations of the BRE Guide for daylight and sunlight have been fully complied with.

The ground floor windows of the flats are located 5.8 m away from the side boundary of the site and 6.8 m away from the proposed flank elevation of the building. Despite the conclusions of the applicants report, it is considered that the two storey building 6.8 m away from these windows would have an adverse impact upon the outlook enjoyed by the occupants of this ground floor flat and have a dominating effect. As such the proposal would result in an unneighbourly form of development in conflict with policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

7.09 Living conditions for future occupiers

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

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A two bedroom (3 person) flat is required to provide an internal floor area of 61 m² which the proposal complies with. The habitable rooms on the ground floor would not comply with the council's minimum requirements of 15m from a blank wall or fence. However, given that habitable rooms within the existing bungalow do not currently comply it is considered that a refusal on this ground would be difficult to justify in this particular case.

The Council's HDAS: Residential Layouts SPD establishes external amenity space standards for residential development. Flats with two bedrooms should be provided with a minimum of 25 square metres of amenity space. The proposal involves the provision of 4 x separate private amenity spaces to serve the proposed flats which meet this standard.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards; 1.5 parking spaces are required per dwelling.

Alpha Road is an unclassified, residential road located at short walking distance from Uxbridge Road and its local shop parades and amenities. The speed limit is 30 mph. On-street parking is unrestricted; however, the streets surrounding the application site (also including Alpha Road itself) have narrow carriageways and experience high parking demand. As a result, local parking stress appears to be high. The PTAL for the site is 2 (poor) a result of long distance of the site from rail services. A number of local bus routes are available along the Uxbridge Road.

The number of parking spaces is 6, which is in line with current standards. The parking bays are proposed to be of standard length (4.8 m x 2.4 m). Compared to the initial proposals, the crossover design has been modified so as to reduce the impact of

continuous crossovers. The Highways Officer has advised that the applicant must ensure that an unobstructed visibility above the height of 1.05 m should be maintained from each site access for vehicles at least 2.4 m in both directions along the back edge of the footway. Any fencing / hedging above 1.05 m would have to allow drivers to be able to see through it. This is for the safety of pedestrians along the footway. The proposed secure bicycle storage complies with current council standards. It is anticipated that the trips generated by proposals would not have any severe impact on local traffic operations. The proposed location of bin stores complies with advice provided in Building regulations 2010, Part H, Section H6. As such the proposal is considered acceptable in highway terms subject to the imposition of conditions, in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

The issues are addressed in the sections above.

7.12 Disabled access

No issues are raised in terms of accessibility.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The established garden contains a number of trees and shrubs, with the most significant trees situated on, or close to, the rear boundary.

There are no TPO's or Conservation Area designations affecting the site. There is no objection to the proposal subject to the retention of the existing trees within the rear garden and landscaping conditions to mitigate the impact of the development.

7.15 Sustainable waste management

Should the application be considered acceptable in all other respects, it would be appropriate to impose a condition to secure acceptable sustainable waste management details.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The comments are addressed in the sections above.

7.20 Planning obligations

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

Presently calculated the amounts would be as follows;

LBH CIL £10,274.43

London Mayoral CIL £ 4,022.96

Total CIL £14,297.39

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities

must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

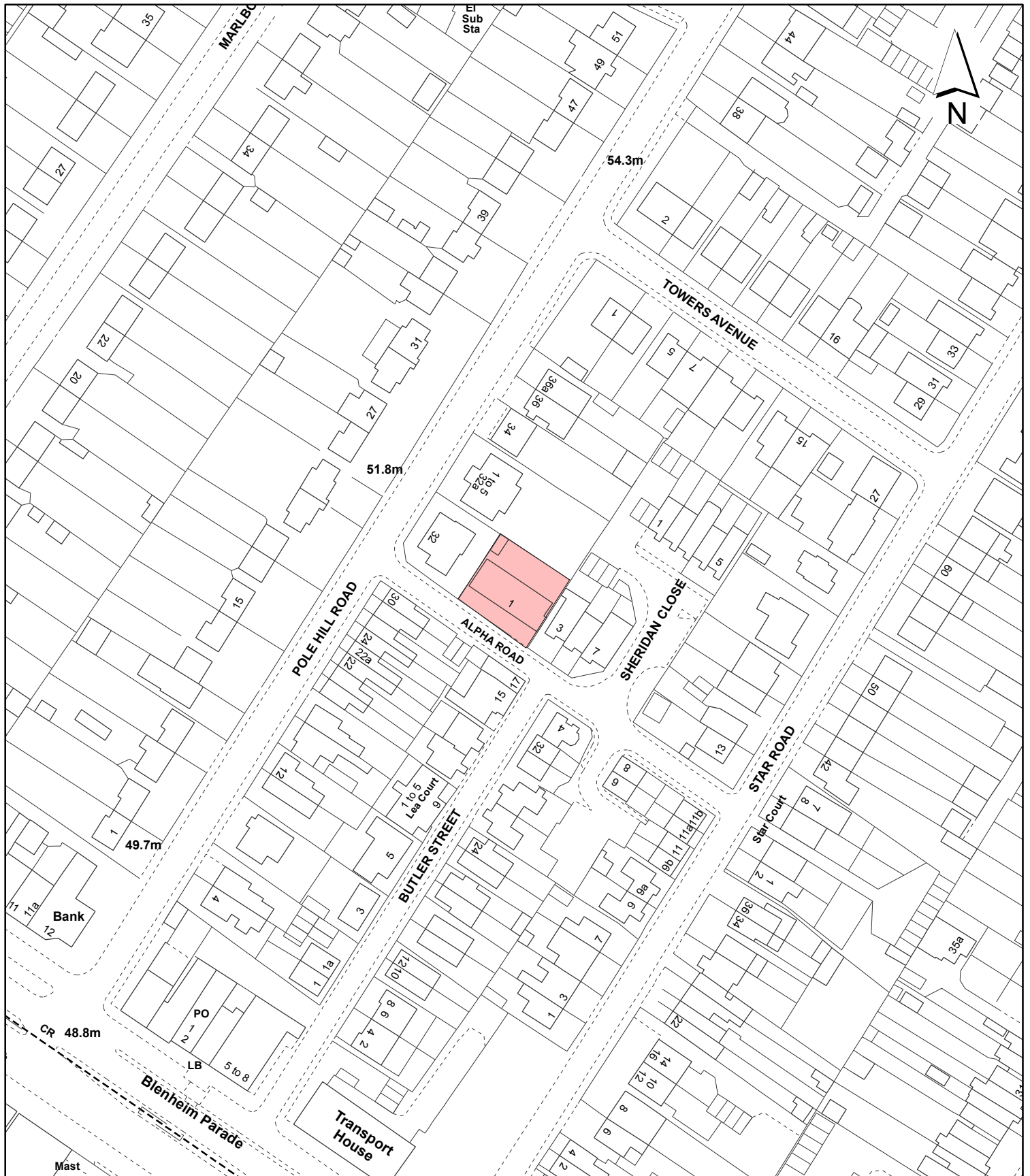
The application seeks planning permission for the demolition of the existing bungalow and outbuildings and erection of a two storey building to provide 4 x two-bed flats with associated parking and amenity space and installation of vehicular crossover to front and represents a resubmission following a refusal and pre-application advice. The proposed units would comply with the internal floor space standards set out in Policy 3.5 and Table 3.3 of the London Plan (2016), would not result in an incongruous addition to the street scene and have overcome the previous concerns in terms of the parking layout. However, despite a reduction in the bulk of the roof, the concerns previously raised in terms of the impact on the occupants of the ground floor flat in Pole Hill Court have not been fully and acceptably addressed. The proposed two storey building by reason of its size, scale bulk and proximity, with inadequate separation distances between the proposed dwelling and the existing ground floor flat at 32A Pole Hill Road, would be detrimental to the amenities of the occupiers of this property by reason of overdominance, overshadowing, visual intrusion and loss of outlook.

11. Reference Documents

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

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

1 Alpha Road

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

Planning Application Ref:
41903/APP/2017/2637

Scale:
1:1,250

Planning Committee:
Central & South

Date:
September 2017

