

Report of the Head of Planning, Transportation and Regeneration

Address 186 FIELD END ROAD EASTCOTE PINNER

Development: Erection of three storey building with habitable roof space to include B1 office space and 2 x 2-bed, 1 x 1-bed self contained flats, involving demolition of existing two storey B1 offices

LBH Ref Nos: 2294/APP/2018/2832

Drawing Nos: Design & Access Statement
Air Quality
Transport Note
007 C
006 F
004 A
003 A
002 B
005 E

Date Plans Received: 31/07/2018

Date(s) of Amendment(s):

Date Application Valid: 20/09/2018

1. SUMMARY

The application seeks permission for the demolition of the existing two storey office building and the erection of a three storey building with habitable roofspace, to include ground floor offices and 2 x 2 bed and 1 x 1 bed self contained flats.

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 Conservation Area. The proposal is also considered to provide inadequate living accommodation for future occupiers.

It is therefore recommended for refusal

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed building, by reason of its design, size, scale and bulk, would result in an incongruous addition which would be detrimental to the architectural composition of the existing street scene and would be detrimental to the character and appearance of the wider area and adjacent Conservation Area. The proposal would therefore be contrary to Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

The proposal would provide an indoor living area of an unsatisfactory size and quality for the future occupiers of the dwelling would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is

thus contrary to Policy 3.5 and Table 3.3 of the London Plan (2016), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

3 NON2 Non Standard reason for refusal

The proposed detached dwelling house by reason of the limited footprint would be incompatible with the standards required for an M4 (2) category home, as required by London Plan policy 3.8 (c) which requires all new housing to provide appropriate facilities for people with disabilities.

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 I71 LBH worked applicant in a positive & proactive (Refusing)

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 located on the south western side of Ruislip High Street just off the junction with North View and Elm Avenue. It is two storey property, which is currently being used as a Learning and Support Centre. This is attached to a four storey terrace of properties on the southern side and to the north is a detached building currently being used as a taxi office. Beyond this is Champer's Wine Bar a locally listed building.

The street scene is a mixture of retail and residential. The existing building forms part of the main shopping parade of Eastcote. The buildings vary in detailing and finishes, collectively they form part of a planned commercial street dating from the interwar period and relating to the Metroland development of Eastcote. Many buildings within the area were designed by Architect Frank Osler. The predominant materiality along Field End Road is defined by red brick, which is a defining characteristic of the road. The roofscape undulates with storey heights ranging from 2 and half to 3 storeys, with exception to the building adjacent to the application site (No. 188). The predominant roof design is a mansard roof form with the inclusion of small dormers at roof level.

The application site lies within the Developed Area as designated in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). It is also within the Eastcote Town Centre and Secondary Shopping Area and sits immediately adjacent to the Eastcote

(Morford Way) Conservation Area. It has a PTAL of 3.

3.2 Proposed Scheme

This application seeks permission for the demolition of the existing two storey building and the erection of a three storey building with habitable roof space to include offices at ground floor level and 2 x 2-bed (3 person) and 1 x 1 bed (2 person) self contained flats.

3.3 Relevant Planning History

2294/APP/2011/2596 186 Field End Road Eastcote Pinner

Change of use from Class A2 (Financial and Professional Services) to Use Class D1 Non-Residential Institutions, to include a part two storey, part first floor rear extension, raising and alterations of roof to create additional level with 2 x dormers to front and 2 x dormers to rear, addition of door to side.

Decision: 06-12-2011 Withdrawn

2294/APP/2011/415 186 Field End Road Eastcote Pinner

Change of use from photographic studio to accountancy office (Use Class A2)

Decision: 19-05-2011 Approved

2294/APP/2013/3840 186 Field End Road Eastcote Pinner

Four storey building containing Use Class A2 office and 3 x 2-bed self contained flats involving demolition of existing building

Decision: 03-03-2014 Withdrawn

2294/APP/2016/410 186 Field End Road Eastcote Pinner

Demolition of existing building and erection of new four storey building containing ground floor offices and 3 x two bedroom, three person flats above.

Decision: 04-09-2018 Refused

2294/C/85/1574 186 Field End Road Eastcote Pinner

Alterations to elevation (P)

Decision: 09-10-1985 Approved

2294/D/85/3114 186 Field End Road Eastcote Pinner

Advertisement (P)

Decision: 16-10-1985 Approved

2294/PRC/2017/17 186 Field End Road Eastcote Pinner

Demolition and new build of 2 to 4 storey building

Decision: 17-02-2017 OBJ

Comment on Relevant Planning History

2294/PRC/2017/17 - Demolition and new build of 2 to 4 storey building (Objection)
2294/APP/2016/410 - Demolition of existing building and erection of new four storey building containing ground floor offices and 3 x two bedroom, three person flats above (refused)
2294/APP/2013/3840 - Four storey building containing A2 use (withdrawn)
2294/APP/2011/ 415 - Change of use from A1 to A2 (approved)

The previous submission was refused on the basis of the design, size and scale of the proposal, resulting in an incongruous addition to the street scene which would be detrimental to the character and appearance of the wider area and adjacent Conservation Area. The proposed development was also considered to be detrimental to the amenities of the adjoining occupiers at 188 Field End Road.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE4 New development within or on the fringes of conservation areas

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.

H4 Mix of housing units

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

	area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
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
DAS-SF	Shopfronts, 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

8 neighbours, the Eastcote Residents Association and the Eastcote Village Conservation Panel were consulted for a period of 21 days expiring on the 15 October 2018. A site notice was also erected on the lamp post to the front expiring on 24/10/18. One response was received raising the following issues:

- The height of the building should be no more than 3 storeys
- The roof design should match the design and height of the nearby locally listed Champers's Wine Bar
- The additional angular detail to the roof, required to allow the roof for the staircase to the roof should not be allowed thus also removing the habitable roof space
- No details of any amenity space are provided
- The previous plans showed a bin store to the rear. It should not be on a public footpath, where in hot weather it could be smell and off putting to shoppers and customers of the wine bar and car hire company, which currently as shown would overlook. Furthermore there appears to be only one large bin for both commercial and residential use with no recycling facilities

Internal Consultees

Access Officer - Having reviewed this application, it is clear that step free access to the proposed dwellings above ground floor would not be possible for wheelchair users and other persons unable to use a staircase.

Paragraph 3.48A of the London Plan (March 2016) recognises that the application of M4(2), which requires lift access (a step free approach to the principle private entrance), may have particular

implications for

developments of four storeys or less where historically the London Plan may not have not required a lift. Local Planning Authorities are therefore required to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access.

Research indicates that the provision of a lift does not necessarily have a significant impact on viability and does not necessarily lead to a significant increase in service charges. However, in certain specific cases, the provision of a lift where necessary to achieve this aim, may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents.

Unless the applicant submits a clear, well evidenced and compelling case to the LPA as to why lift access cannot be provided, the application should not be supported on the grounds of non-compliance with London Plan policy 3.8 C.

Conclusion: Further details should be requested

Conservation and Urban Design - The current proposal differs to the refused proposal in some small aspects. The ground floor footprint now sits in line with the rear ground floor building line of number 188 and the rear third/attic floor is now set back from the second floor rear extension the top of which now has a flat roof. The building's flank would remain visible from Morford Way projecting in front of number 188. These are marginal reductions in scale so that the previous objections still stand to the bulk and scale of the proposal.

The pre-app comments were clear that the building needed to be 2.5 or 3 storeys in order to respect the heights of the buildings to either side and the current gap. The proposed building is 3.5 storeys in that the fourth storey is in the attic although it matches the other floors in terms of its height. The objection therefore still stands.

The design continues to emulate the design of the replacement building at number 188 when viewed from the street. The pre-app comments made it clear that the history of the plots of number 186 and 188 are independent and that the design of number 188 should not be used as a precedent and that the design of number 186 should remain independent. This advice has not been adhered to and the proposal remains close in design to number 188.

The roof remains a flat crown roof which is not considered in keeping with the character of Eastcote. It was previously recommended that the building is set back from the building lines of the neighbouring buildings however, it remains in line with that of number 188 to the front.

Although there have been some small reductions in scale they have not gone far enough to overcome previous objections regarding scale and bulk, in addition the design remains closely aligned to that of number 188, the crown roof remains and the building has not been set back so that previous objections to the design remain.

RECOMMENDATION: Refusal due to bulk, scale and design.

Highways - Although there is a substantive shortfall in provision it is noted that the site's PTAL of 3 does not fully reflect the 'real world' public transport accessibility especially given the location of Eastcote LU Tube Station which is within 2 minutes walking distance of the address and the plethora of local bus services passing the location. It is also observed that the local area is extensively covered by waiting restrictions which helps to deter any potential extraneous parking generated by the proposal. When combining these factors and circumstances together, it is considered that a 'car free' development is appropriate for this location.

This view was replicated within the 2016 application, referred to earlier, where a refusal on parking

grounds was not pursued owing to a highways refusal related to a neighbouring site (No.216) which was appealed and subsequently upheld by the Inspectorate. To quote:-

"In allowing the appeal, the Inspector commented as follows on the highway and parking issues: "Although there would be no off-street car parking, the site is located within Eastcote town centre, almost opposite Eastcote tube station, in a highly accessible location. Visitors to the shop could park within the town centre where there is controlled parking available. Car numbers associated with the flats would be very small and could, therefore, be accommodated within the town centre parking or along nearby streets without causing undue parking pressure".

Cycling Provision

In terms of cycle parking there would be a requirement to provide at least 1 secure and accessible space for each of the residential flatted units and 1 for the B1a use.

This would total 4 new spaces. 3 are to be proposed for the residential element which is considered acceptable. However the single space for the B1(a) provision is not indicated so should be secured via planning condition.

Operational Refuse Requirements

Refuse collection will continue via Field End Road as for the previous use with the bin store located on the frontage. This is not an ideal arrangement given the heavily trafficked nature of the location however as collections are short in duration and there are no other suitable alternatives, the arrangement is considered borderline acceptable.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

Flood and Water Management - 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. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site currently comprises of a commercial property set within the defined development area and therefore constitutes 'previously developed land' i.e. 'brownfield land'. The proposal includes offices at ground floor level with the provision of 3 residential units above. Therefore there is no impact on the commercial capacity of the site to the existing. There is a presumption in favour of re-development on brownfield land subject to other material planning considerations as detailed within the report.

Therefore the principle of development of the site for a mix of commercial and residential is considered acceptable.

7.02 Density of the proposed development

Paragraph 4.1 of HDAS Residential Layouts specifies that in new developments numerical densities are considered to be more appropriate to larger sites and will not be used in the assessment of schemes of less than 10 units, such as this proposal. The key consideration is therefore whether the development sits comfortably within its environment rather than a consideration of the density of the proposal.

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

The application site lies immediately adjacent to the boundary of the Morford Way Conservation Area and close to severally locally listed buildings, including 184 Field End

Road to the north and 177-195 Field End Road opposite. The Conservation Officer has advised that in principle the proposal is unacceptable. As existing the building is modest in size, it stands as a small reminder of the character of Eastcote and Field End Road prior to Metroland development. It also maintains a significant gap view between the Locally Listed Building and 1920s terraced shopping parade on the corner of Field End Road and Elm Avenue.

The current proposal differs to the previously refused proposal in some small aspects. The ground floor footprint now sits in line with the rear ground floor building line of number 188 and the rear third/attic floor is now set back from the second floor rear extension, the top of which now has a flat roof. The building's flank would remain visible from Morford Way projecting in front of number 188. These are marginal reductions in scale so that the previous objections still stand to the bulk and scale of the proposal.

The pre-app comments were clear that the building needed to be 2.5 or 3 storeys in order to respect the heights of the buildings to either side and the current gap. The proposed building is 3.5 storeys in that the fourth storey is in the attic although it matches the other floors in terms of its height. The objection therefore still stands.

The design continues to emulate the design of the replacement building at number 188 when viewed from the street. The pre-app comments made it clear that the history of the plots of number 186 and 188 are independent and that the design of number 188 should not be used as a precedent and that the design of number 186 should remain independent. This advice has not been adhered to and the proposal remains close in design to number 188. The roof remains a flat crown roof which is not considered in keeping with the character of Eastcote. It was previously recommended that the building is set back from the building lines of the neighbouring buildings however, it remains in line with that of number 188 to the front.

The proposed building would be visible from within the Conservation Area. The overall bulk of the building would need to be reduced in order to avoid the stark nature of the proposed flank wall, and could be broken up through alternative massing or inclusion of architectural details/variation of materiality. As designed the proposed building would have a detrimental impact on the character and appearance of the adjacent Conservation Area.

7.04 Airport safeguarding

No objections are raised to the scheme in terms of airport safeguarding.

7.05 Impact on the green belt

Not applicable, the site is not located within the green belt.

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. Policy BE15 allows proposed extensions to existing buildings where they harmonise with the scale, form, architectural composition and proportions of the original building. BE19 ensures new development complements or improves the amenity and character of the area. Furthermore Policy BE4 requires new development within or on the fringe of Conservation Areas to preserve or enhance those features which contribute to their special architectural or visual qualities. The NPPF 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.'

Although slight amendments to the previously refused scheme have been made, the proposed building is still of a similar height and proportion as the adjacent property, with the ridge height set down by just 0.25m and the eaves 0.1m. Therefore although described as a 3 storey building with habitable roof space this maintains the appearance of a 4 storey building emulating no. 188, with a large crown roof detail and dormer windows on the front, side and rear elevations. The Conservation Officer has consistently raised concerns over the design and siting of the proposal advising that although the proposal emulates the extended and altered adjacent property, these buildings have always remained independent of one another and the surrounding built form. Therefore it is important they retain such a principle.

Taking into account that No.188 has been significantly altered in the past, it should not be assumed as a set precedent. Therefore any proposal for No.186 would need to remain to a degree independent in its design.

There are some concerns regarding the proposed mansard style roof form. It would lead to a large flat area which would not be considered in keeping with the character of Eastcote taking into account other shopping parades along the road. The building would act as bookend to the wide shopping parade, therefore its design should essentially reflect such a position and respond to the streetscene. Therefore, it is considered that the proposed building is unacceptable and would harm to the character and appearance of the streetscene and the adjacent Conservation Area. As such the proposal fail to comply with Part 1 Policy BE1 and Part 2 Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan (November 2012) and guidance in HDAS: Residential Layouts.

7.08 Impact on neighbours

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 15m 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 21m distance is required to safeguard privacy. This also applies to an area of private amenity space or patio, normally taken to be the 3m depth of rear garden immediately adjoining the rear elevation of a residential property.

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 proposed building sits on the boundary and extends 1,7m beyond the rear elevation of the adjacent property no. 188, increasing to 3.6m in depth set back 1.9m from the shared boundary. The submitted plans, indicate that the proposed extension would not compromise a 45 degree line of sight from the neighbouring windows. To the other side the adjacent single storey property (184a) is currently used as a taxi office. There are side windows of no. 184 facing the flank walls of the proposed building, but from a previous planning application for these premises they appear to be non habitable rooms or secondary windows to habitable rooms. To the rear the proposal would face the end of the garden areas for properties running along Elm Avenue situated approximately 11m away. However given the presence of the existing residential units adjacent it is not considered there would be an increase of overlooking of this area to already existing.

It is therefore considered the proposal would not significantly impact on the amenity of the neighbouring occupiers and would 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. The proposed 1 bed flat has a floor area of 51.2sqm against a requirement of 50sqm which would meet the minimum requirements. The 2 bed flats have a floor area of approximately 58.2sqm and 57sqm against a requirement of 61sqm, which would be below minimum requirements. It is noted that the submitted floor plans show minimum floor areas for these flats as 63.4sqm and 62.2sqm, however these measurements include the communal staircase. It is therefore considered that the proposal would fail to provide an adequate living area for future occupants contrary to the requirements of the Policy 3.5 of the London Plan.

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 PTAL rating of 3, with good access to bus routes, with bus stops outside the front of the property and Eastcote Underground Station a couple of minutes walk to the south. It is also located within a town centre location with easy access to a range of services and facilities.

In terms of cycle parking there would be a requirement to provide at least 1 secure and accessible space for each of the residential flatted units and 1 for the B1a use. This would require a total 4 new spaces. 3 are to be proposed for the residential element which is considered acceptable. However an additional space for the B1(a) provision is not indicated. However details for this could be conditioned if all other aspects of the proposal were considered acceptable.

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 20sqm for a 1 bed flat and 25sq.m for a two bedroom flat. This would give an overall requirement of 70sqm. It further advises that the guidelines are intended as a minimum and exceptions will only be given in special circumstances such as the provision of small non-family housing predominantly made up of 1 bedroom units in town centres or the provision of small non-family units in town centres. The proposal does not include any amenity space for the proposed residential

units. However given the small scale of the development and the town centre location in the context of the mixed commercial and residential terrace, it considered the proposal would meet the exception criteria.

7.12 Disabled access

The Access Officer has advised that it is clear that step free access to the proposed dwellings above ground floor would not be possible for wheelchair users and other persons unable to use a staircase.

Paragraph 3.48A of the London Plan (March 2016) recognises that the application of M4(2), which requires lift access (a step free approach to the principle private entrance), may have particular implications for developments of four storeys or less where historically the London Plan may not have not required a lift. Local Planning Authorities are therefore required to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access.

Research indicates that the provision of a lift does not necessarily have a significant impact on viability and does not necessarily lead to a significant increase in service charges. However, in certain specific cases, the provision of a lift where necessary to achieve this aim, may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents.

Unless the applicant submits a clear, well evidenced and compelling case to the LPA as to why lift access cannot be provided, the application should not be supported on the grounds of non-compliance with London Plan policy 3.8 C.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, Landscaping and Ecology

Not relevant to this application.

7.15 Sustainable waste management

A bin storage area is identified at the side of the property. It is noted that concerns have raised regarding the location of this storage area and potential impact on the neighbouring properties. Also not details have been provided regarding any recycling storage facilities. However not withstanding the details already submitted, the submission of further details could be conditioned for submission is all other aspects of the proposal were acceptable.

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

The issues raised are noted and addressed within the main body of 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.

7.21 Expediency of enforcement action

Not relevant to this proposal.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

Whilst the principle of redevelopment of the site is acceptable, the proposal is considered unacceptable by virtue of the design, scale and bulk of the proposal as well as the provision of inadequate living accommodation for future occupiers.

11. Reference Documents

Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).

Hillingdon Local Plan Part 2.

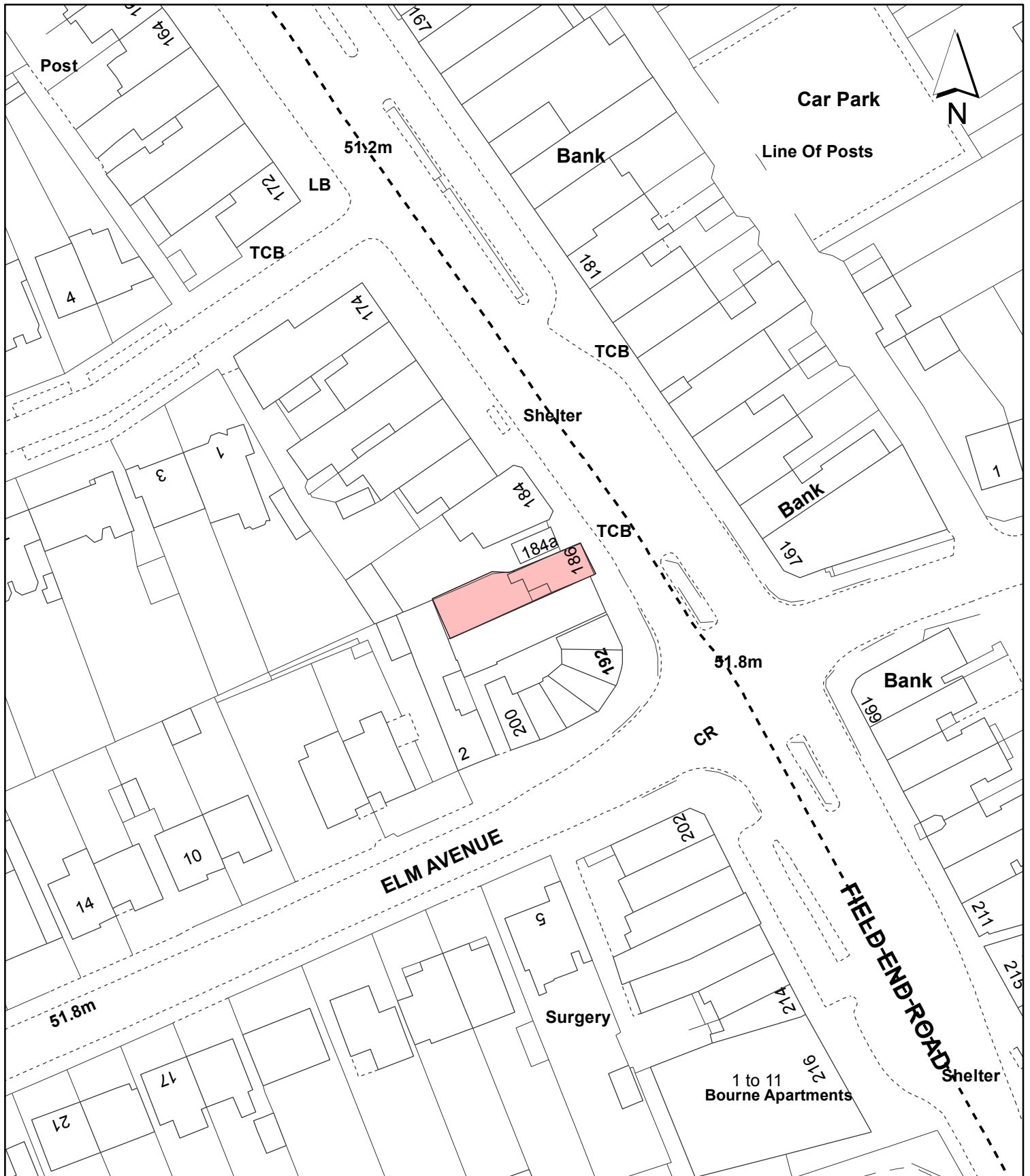
The London Plan (2016).

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.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2018 Ordnance Survey 100019283

Site Address:

**186 Field End Road
 Eastcote**

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

Planning Application Ref:
2294/APP/2018/2832

Scale:
1:1250

Planning Committee:
North

Date:
January 2019



HILLINGDON
 LONDON