

Report of the Head of Planning, Transportation and Regeneration

Address 1 HARLYN DRIVE PINNER

Development: Single storey side/rear extension, first floor side extension and conversion to 2 x 1-bed and 1 x 2-bed self-contained flats.

LBH Ref Nos: 16932/APP/2018/3978

Drawing Nos: 1HD/P201 Rev D
1HD/P200
Planning, Design and Access Statement 13.11.18

Date Plans Received: 11/11/2018 **Date(s) of Amendment(s):** 11/11/2018
Date Application Valid: 21/11/2018 13/11/2018

1. SUMMARY

The application seeks planning permission for the erection of a two storey side extension and single storey rear extension and the conversion of a single family dwelling into a 1 x 2-bed, and 2 x 1-bed self contained flats.

A previous application reference 16932/APP/2018/454 was granted on 10/04/2018 which proposed a similar scheme of extension with the exception that the rear extension has increased from the 3.5m to 3.6m in this application. The application was to house a 4-bedroom dwelling for a single family.

Although the proposed extension would appear subordinate to the existing dwelling house, the layout and the appearance of the proposed residents parking spaces and the siting of the refuse enclosure fail to harmonise with the existing street scene of neighbouring properties, which is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The application is therefore recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed residential parking area by virtue of its design and layout, would fail to harmonise with the existing streetscape and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. Therefore the proposal would be contrary to Policies BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012).

2 NON2 Non Standard reason for refusal

The proposed siting of the bin storage would be detrimental to the visual amenities of the street scene, character and appearance of the wider area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November

2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
H7	Conversion of residential properties into a number of units
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-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
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
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 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.

4 171 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.

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.

5 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a two storey, semi-detached dwelling house located to the East of Harlyn Drive. The property and its attached neighbour are located on the junction between Harlyn Drive and Tolcarne Drive and as such the flank walls of these dwellings face their respective roads. The brick, render and tile dwelling is set back from the road by an area of soft landscaping and there is an area and garage to the rear which provides space to park two cars within the curtilage of the dwelling house. To the rear of the property is a garden area which acts as private amenity space for the occupiers of the dwelling.

The property is attached to No.90 Tolcarne Drive to the North East and the side boundary of No.3 Harlyn Drive is located to the rear. Harlyn Drive runs along the Western boundary of the property. The property is located on a prominent corner plot and the plot has various land levels.

Harlyn Drive consists of a mixture of two storey detached and semi-detached dwelling houses and bungalows which are of a standardised design. Some of the properties serve as maisonettes. The area is residential in character and appearance and the site lies within the Developed Area as identified within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

The application is seeking planning permission for the erection of a two storey side extension, single storey rear extension and the conversion of a single family dwelling into 1 x 2-bed and 2 x 1-bed self contained flats.

The extension would project to the side of the dwelling house by 4 metres over both floors. It would be set back from the front elevation by 1 metre and span for a depth of 7.2 metres at first floor to be built flush with the rear elevation, and 10.9 metres at ground floor where it would wrap into a rear extension. The rear extension would have a depth of 3.6 metres and span the full width of the dwelling house and side extension. The two storey extension would be characterised by a hipped roof with a maximum height of 8.6 metres. The rear extension would be characterised by a pitched roof with two small gable ends and would have a maximum height of 3.6 metres from the lowest ground level.

The single family dwelling house would be converted into three flats. On the ground floor, Flat 1 would comprise of a 1-bed, 2 person flat while Flat 2 would be a 1-bed, 1 person flat, both with access to their own private amenity space on the rear of their property. Flat 3 which is located on first floor consists of a 2-bed, 4 person flat and a private amenity space on the rear of the property boundary that can be accessed through the proposed residents parking area along Harlyn Drive. A total of four parking spaces are provided on the rear/side of the property with a additional crossover installed providing a total of 2 access point from Harlyn Drive.

During the determination process, the parking and landscaping to the side has been amended on various occasions, however despite the extension to the house being acceptable the applicant has been unable to overcome officer concerns regarding impacts of the parking and refuse storage on the streetscene.

3.3 Relevant Planning History

16932/APP/2007/3856 1 Harlyn Drive Pinner

ERECTION OF A TWO STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION

Decision: 03-04-2008 Approved

16932/APP/2012/1744 1 Harlyn Drive Pinner

Two storey side extension and single storey rear extension

Decision: 20-09-2012 Approved

16932/APP/2018/1734 1 Harlyn Drive Pinner

Part two storey, part single storey side/rear extension and conversion of roof space to habitable use to include a rear dormer, to allow for conversion of two storey dwelling into 2 x 1-bed flats and 1 x 3-bed flat, with associated parking and amenity space and installation of vehicular crossover

Decision: 10-07-2018 Refused

16932/APP/2018/454 1 Harlyn Drive Pinner

Two storey side extension and single storey rear extension

Decision: 10-04-2018 Approved

Comment on Relevant Planning History

An application for a two storey side extension and single storey rear extension has been approved under application 16932/APP/2018/454 dated 10/04/2018. The proposed extension which forms part of this application is nearly identical with the exception of the increase of depth of the rear extension from 3.5 metres to 3.6 metres.

An application for a part two storey, part single storey side/rear extension and conversion of roofspace to allow for conversion of the dwelling into 3 flats was refused under application 16932/APP/2018/1734 on 10/07/2018. It was considered that the size of both the extensions and the loft conversion would fail to appear in keeping with the existing property and would be detrimental to the street scene and surrounding area; that the first floor rear window would result in an unacceptable loss of privacy to No.3 Harlyn Drive and the proposed crossover would be detrimental to the Highway Safety.

This application is a resubmission of the refused. The loft conversion has been removed, and the extension has been reduced in size and the crossover has also been amended.

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.
H7	Conversion of residential properties into a number of units
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-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
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
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:- **20th December 2018**

6. Consultations

External Consultees

Twenty neighbouring properties and the Residents Association were notified of the proposal on 22/11/2018. A site notice was also displayed which expired on 20/12/2018.

Four objections from local residents were received along with a petition signed by 25 members of the community. The objections are summarised below:

Overdevelopment;

- The proposal remains out of line with surrounding houses due to creation of 3 separate dwellings;
- Not in keeping with the surrounding houses and neighbourhood;
- Would set a precedent

Parking and highway safety issues:

- It would not be possible to accommodate four vehicles as shown;
- It would exacerbate the serious parking issues on Harlyn Drive;
- Area used by school children and learner drivers;
- Existing parking stress on Harlyn Drive due to nearby school and train commuters going to Northwood Hills;
- West side of Harlyn Drive all properties are maisonettes with no off street parking;
- Proposals to make Tolcarne Drive a restricted parking area this would put more pressure on Harlyn Drive.

Inaccurate Plans:

- The plans are not accurate;
- A building which is large enough to accommodate a small car is shown as a shed;
- Two dropped kerbs are shown with the southerly one being shown as the width of two vehicles but there is only one dropped kerb to the Northern end;
- Information regarding parking along Harlyn Drive is inaccurate within the Design and Access Statement
- No mention of the garage which is similar to a bungalow;

Other Issues:

- No details of the size of the extension;
- Privacy would be greatly affected;

Officer Comments:

As a petition was received, the application will be decided by the Planning Committee.

The plans regarding the garage and existing dropped kerbs were incorrect as neighbours had highlighted. These have been subsequently amended to show the correct existing situation. The

impact of the proposal on the surrounding area, the impact on highway safety and parking and the impact on privacy will be discussed in the report below. No dimensions of the extension have been shown on the plan, however, it has been drawn to scale and so can be measured and its impact assessed.

Internal Consultees

Highways:

The address is currently a single tenure 3 bedroom dwelling which has parking availability to the rear of the property accessed directly from Harlyn Drive. Other residential dwellings in the locality also exhibit generous on-plot parking provisions which generally lessen general on-street parking demand. The surrounding road network is devoid of parking controls and the site exhibits a PTAL rating of 2 which is considered below average and therefore may encourage a higher dependency on the ownership and use of private motor transport.

To comply with the adopted parking standard the maximum on-plot requirement demands up to 1.5 spaces per unit totalling 4-5 spaces. A quantum of 4 spaces located to the rear/side of the property are proposed which broadly complies with the Council's standard.

The originally proposed extra-wide single carriageway crossing within the previously refused application has now been abandoned. The two existing crossings of the site envelope are now proposed to be used thereby allowing access/egress for two vehicles per crossing. This is considered as workable and is therefore acceptable. A 'parking allocation' planning condition will however be required in order to ensure that each flat is provided for in terms of on-plot parking facilities.

In terms of cycle parking there would be a minimum requirement of 1 secure and accessible space for each of the 3 flats in order to conform to the adopted minimum borough cycle parking standards. A suitably located cycle storey has been shown however is not specific in numbers provided. This details can be secured via an appropriate planning condition.

The proposal would marginally increase traffic generation from the site as compared to the existing. However, peak period traffic movement generated by the proposal would not be expected to exceed 2 additional vehicle movements. This uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

A suitable bin storage area has been proposed to the front of the address which will facilitate continued refuse collection via the public highway. The layout of provision is therefore considered to standard as the location meets accepted 'waste collection' distance standards.

Conclusion: The proposal would not exacerbate congestion or parking stress and would not raise any highway safety concerns.

Officer comments: The highways officer reviewed the plans before the existing plans regarding the amended crossover. Subsequently, on reviewing the correct plan with a new crossover installed, they raised no further objections.

Trees/Landscaping Officer:

The site benefits from a wider than typical side garden with a free standing garage set back from the road, adjacent to 3 Harlyn Drive. There is a tree in the rear garden on the boundary with 90 Tolcarne Drive which contributes to the character and appearance of the area.

It is likely that the trees would be removed to enable the proposed rear extensions - despite the response to the planning questionnaire (Q10). The residual triangle of side garden fronting onto

Harlyn Drive will be dominated by car parking required for four cars. The area of hard surfacing is exacerbated by the set back of two of the spaces (currently occupied by the garage) and an unnecessary manoeuvring area of approximately 30 square metres. If you are minded to approve this application the parking layout should be amended.

Recommendation: No objection subject to the above. Subject to conditions RES9 (parts 1, 2, 4 and 5).

Officer comments: The plans were since amended by the applicant, demonstrating soft landscaping along the site boundary on the side and rear of the property. Although soft landscaping may reduce some visual impact to the proposed, a very large area of hard surfacing still remains prominent in particularly along the elevation to Harlyn Drive.

Access:

No concerns raised from an accessibility standpoint.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy H7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Council will regard the conversion of residential properties into more units as acceptable in principle provided this can be achieved without causing demonstrable harm to the residential amenities or character of the area or the amenity of adjoining occupiers.

Section 3 of the Hillingdon Design and Accessibility Statement (HDAS): Residential Layouts states that the redevelopment of more than 10% of properties on a 1km length of the adjoining stretch of residential street to flats is unlikely to be acceptable.

The site lies within an established residential area. The housing stock within the area consists of a mix of maisonettes and single family dwellings. It is noted that the property numbering of the maisonettes suggests that these are original and have not been converted. There is no evidence to suggest any of the single storey dwelling houses have been converted. As such, it is considered that 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.

7.02 Density of the proposed development

The density ranges set out in the London Plan are not used in the assessment of schemes of less than 10 units.

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

The site does not lie within the Conservation Area or Area of Special Local Character, and it does not affect a listed building.

7.04 Airport safeguarding

Not relevant to this application.

7.05 Impact on the green belt

Not relevant to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new development should complement or improve the character and amenity of the area whilst safeguarding the

design of existing and adjoining sites. In addition, Policy BE22 states that buildings of two or more storeys in height should be set back a minimum of 1 metre from the side boundary of the property for the full height of the building.

Section 5 of The Hillingdon Design and Access statement state that two storey side extensions should not have a width that exceeds two thirds the width of the original dwelling house. They should be set back from the front elevation by 1 metre and set down from the ridge by 0.5 metres. The Council requires all residential extensions and building of two or more storeys in height to be set back a minimum of 1 metre from the side boundary of the property. In situations where the side of the house adjoins a road there may be some scope for flexibility of the set-on, however, return building lines cannot be breached. Section 3 states that single storey rear extensions should not exceed 3.6 metres in depth and 3.4 metres in height if a pitched roof is proposed.

The side extension would have a width of 4 metres which would be two thirds of the width of the original dwelling house (6 metres) and it would be set down from the main ridge by 0.5 metres and would be set back from the front elevation by 1 metre. As such, the side extension would comply with HDAS recommendations and so it is considered that it would appear subordinate to the existing dwelling house. The side extension would be located a minimum of 2 metres from the side boundary line. The rear extension would have a depth of 3.5 metres, although the maximum height would exceed 3.6 metres, due to the difference in land level, it would also have a maximum height of 3.4 metres. Subsequently, proposed extension is in accord with Section 5 of the Hillingdon Design and Access statement.

A total of 4 residents parking spaces are proposed along the side elevation of the property, facing onto Harlyn Drive as noted as the minimal requirement by the Council's Highway Officer. The area is of triangular in shape, primarily dominated by hard landscaping with three separate soft landscaping areas which was amended by the applicant. Although the soft landscaping is introduced to minimise the visual impact on neighbouring properties, the 4 car spaces appears to be disconnected from the dwelling which is contrary to the characteristics of Harlyn drive. The existing streetscape is predominantly comprises of detached and semi-detached dwellings and bungalows with front facing car parking spaces. Thus, it is considered that the proposed, would have a negative impact upon the visual amenity of the site and would impact unduly on the character and appearance of the area.

A large bin store is also proposed in the front garden area of the property. This is a very prominent location and the store would be detrimental to the appearance of the locality.

Subsequently, it is considered that the proposal, by reason of the design and layout of the car parking area and the location of the bin store to the front of the property, would fail to harmonise with the existing streetscape of the surrounding area and would be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), BE13 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in terms of loss of light, loss of outlook, sense of dominance and loss of privacy.

Paragraph 4.9 of the Hillingdon Design and Accessibility Statement (HDAS): Residential

Layouts advises that all residential developments and amenity spaces should received adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. It adds that where a two storey building abuts a property or its garden, adequate distance should be maintained to overcome possible domination. Generally 15 metres will be the minimum acceptable back to back distance between buildings whilst a minimum of 21 metres overlooking should be maintained.

The two storey side extension would be located on the opposite side to No.90 Tolcarne Drive and it would be located a minimum of 21 metres from the neighbouring properties on the opposite side of Haryln Drive. The rear extension would be built up to the shared boundary with No.90 Tolcarne Drive and would exceed HDAS in terms of maximum height. However, this is due to the change in land level and would only be partly at this height.

One first floor side window would be installed facing Harlyn Drive, however, this would over look the public realm and the plans show it would be obscurely glazed and as such, it is considered that it would not result in a loss of privacy. A new first floor rear window would be installed within the rear elevation. This would be located less than 21 metres from the shared boundary line with No.3 Harlyn Drive, however these would not be located any closer than the existing windows on the property. As such, it is considered that this window would not create any additional overlooking than what already exists.

Two of the proposed parking spaces would be close to the boundary with No.3 Harlyn Drive which could have an impact on the residential amenity of this neighbour. However, the plans demonstrate that there would be sift landscaping located between the proposed parking and the boundary line and so it is considered that this would reduce any noise impact.

Subsequently, it is considered that proposal would not have a detrimental impact on the neighbouring properties in terms of loss of light, loss of outlook, sense of dominance or loss of privacy. Therefore, it is considered that the proposal would comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

On 25th 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 1st October 2015. The Mayor of London has adopted the new 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.

In terms of the internal floorspace, a 2-bed, 4 person flat requires 70 square metres, a 1-bed, 2 person flat requires 50 square metres and a 1-bed, 1 person flat requires 39 square metres. Flat 1 provides one double bedroom and provides 53 square metres of internal space, Flat 2 provides one single bedroom and provides 44 square metres and Flat 3 provides two double bedrooms and provides 69 square metres. As such, Flats 1 and 2 comply with the Housing Standards (Minor Alterations to the London Plan) March 2016, however, Flat 3 would have a shortfall of 1 square metre. Although this shortfall is not ideal

it is considered to be very minor and it is noted that there is a small communal hallway and flat 3 benefits from a substantial private amenity area (as discussed below). As such, it is considered that the proposal could not be refused for this reason.

All habitable rooms within the proposal would benefit from adequate outlook and sunlight. As such, it would comply with Policy 3.5 of the London Plan (2016).

Chapter 4.17 of HDAS - Residential Layouts states that adequate garden space should be provided for new flats. It states that 2-bed flats should benefit from a minimum of 25 square metres of shared amenity space and 1-bed flats require 20 square metres. The plans demonstrate that each flat would benefit from private amenity space. Flat 3 would benefit from 75 square metres and the two ground floor flats would benefit from 32.2 square metres each. The gardens for the ground floor flats would be located immediately behind each flat and so it is considered that it would not result in the loss of privacy. As such, more than enough private amenity space would be provided for the new units and therefore, the proposal would comply with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The site has a PTAL of 2 which is below average and so there would likely be an increase dependency on the private motor car. The Council's parking standards requires 1.5 spaces per unit and so 4-5 spaces should be provided on-site. The proposal provides 4 spaces on site which broadly complies with the Council's standards. These have not been allocated for the flats, however, this can be dealt with by way of a condition.

The plans demonstrate that a cycle store would be provided for each unit, although it has not demonstrated the number of spaces within each store. However, this detail can be secured by way of a condition.

The proposal would marginally increase traffic generation from the site as compared to the existing dwelling. However, it is considered that it would not be expected to exceed 2 additional vehicles during peak times. It is considered that this uplift is marginal and therefore can be absorbed within the local road network without a notable detriment to traffic congestion and road safety.

The site would be accessed from Harlyn Drive by utilising the existing dropped kerb and a new dropped kerb to the Southern part of the boundary. The Highways officer has raised no concerns with the size of these crossovers and it is considered that they would allow access/egress for two vehicles per crossing. As such, it is considered to be a workable arrangement and is acceptable.

A bin storage would be provided to the front of the site which will facilitate continued refuse collection via the public highway and the layout of the provision is considered to meet the standard of acceptable waste collection distance.

Subsequently, it is considered that the proposal would not exacerbate congestion or parking stress and would not raised any highway safety concerns. As such, it would

comply with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with.

7.12 Disabled access

The Council's Access officer has confirmed that the proposal would be acceptable from an accessibility standpoint in compliance with the Policy 3.8(c) of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan - Part Two - Saved UDP (November 2012) seeks the protection of existing trees and landscape features of merit and considers where appropriate the provision of additional landscaping as part of a proposed development.

There is a tree that in the rear garden on the boundary with 90 Tolcarne Drive which contributes to the character and appearance of the area, however, this is not protected by a TPO or Conservation Area designation. It is likely that this would be removed. The proposal site plan demonstrates landscaping around the parking area to reduce the visual impact of the hardstanding. However, as explained elsewhere in this report, the layout of the parking area fail to harmonise with the existing streetscape and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area.

7.15 Sustainable waste management

Policy 5.17 of the London Plan requires that all new development provide adequate facilities for the storage of waste and recycling. This matter is the subject of a condition.

7.16 Renewable energy / Sustainability

Not relevant for this application.

7.17 Flooding or Drainage Issues

The site is not within a flood zone or a critical drainage area.

7.18 Noise or Air Quality Issues

Not relevant for this application.

7.19 Comments on Public Consultations

The impact of the proposal on the street scene, surrounding area, parking and residential amenity have been discussed in the report. If this proposal were deemed acceptable, it would not set a precedent for other development as all applications are assessed on their own merit with regard to compliance with planning policy.

7.20 Planning Obligations

The new access points and any footway adjustments will need to be constructed to an appropriate Council standard (as discussed above), under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense.

7.21 Expediency of enforcement action

Not relevant for this application.

7.22 Other Issues

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

Therefore, the Hillingdon and Mayoral CIL charges for the proposed development of 88 square metres are presently calculated as follows:

LBH CIL: £8360

London Mayoral CIL: £3080

Total: £11,440

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

Planning permission is sought for the erection of a two storey side extension and single storey rear extension and the conversion of a single family dwelling into a 1 x 2-bed, and 2 x 1-bed self contained flats.

There have been strong objections raised by local residents. Although the proposed extension is in accordance to the Hillingdon Design and Accessibility Statement, the proposed car parking and the siting of the bin store at the front of the property would fail to harmonise with the existing street scene of neighbouring properties, which is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

As such, the application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

The London Plan (2016)

The Housing Standards Minor Alterations to The London Plan (March 2016)

Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

Technical Housing Standards - Nationally Described Space Standard

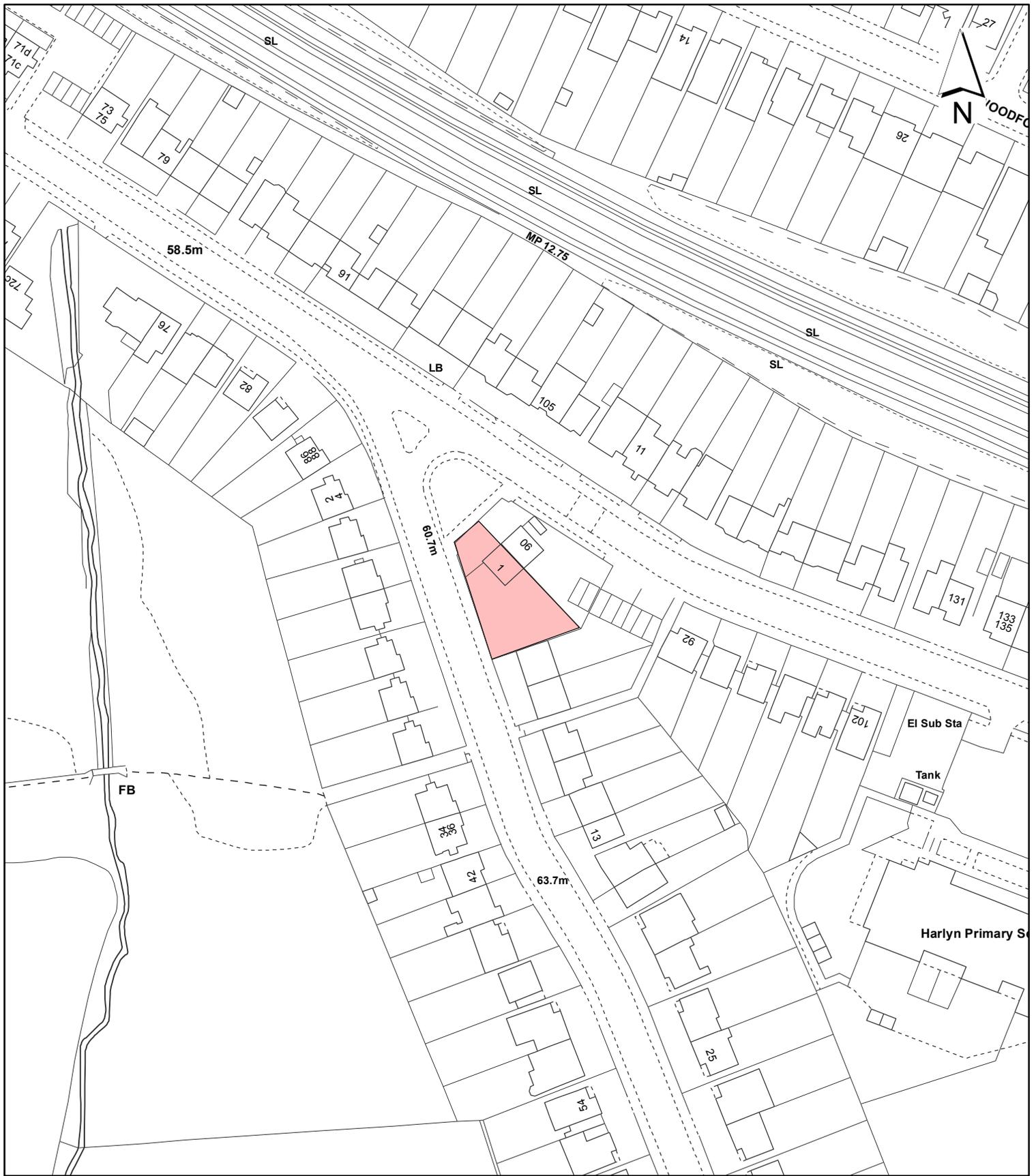
Hillingdon Design and Accessibility Statement: Residential Layouts

Hillingdon Design and Accessibility Statement: Accessible Hillingdon

National Planning Policy Framework

Contact Officer: Rebecca Lo

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Notes:

 Site boundary

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Planning Application Ref:
16932/APP/2018/3978

Scale:
1:1,250

Planning Committee:
North

Date:
May 2019

