

Report of the Head of Planning, Transportation and Regeneration

Address LAND ADJACENT TO 30 HARVEY ROAD NORTHOLT

Development: 2 x two storey, 3-bed dwellings with habitable roofspace, with associated amenity space

LBH Ref Nos: 67335/APP/2018/3565

Drawing Nos: DP274[P]1 C
Design & Access Statemen
DP274[P] SK1

Date Plans Received: 09/10/2018 **Date(s) of Amendment(s):** 09/10/2018
Date Application Valid: 29/10/2018

1. SUMMARY

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and BE19 states the LPA will seek to ensure that new development within residential areas compliments or improves the amenity and the character of the area.

This proposal is to develop the side and rear garden of a ground floor maisonnette to provide a pair of semi-detached two-bedroom houses. It is considered that the impact of proposed dwellings upon the character and appearance of the area and the impact upon residential amenity is acceptable. The proposal would also provide an adequate living accommodation for future occupiers in accordance with guidelines contained within the London Plan.

The scheme requires off-site highway works to remove the bollards and associated footway construction, to enable access to the parking. The applicant has offered to deal with this matter by way of a S106 agreement which is considered acceptable in this instance. As such the application is recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission, subject to the following:

A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) Obtaining all relevant approvals for the removal of the existing bollards and provision of replacement bollards in a new location (which facilitates access to the approved parking area while preventing access to open land by unauthorised vehicles), as well as a new footway and street lighting leading to the parking area, at no cost to the Council;

ii) Implement the approved works relating to the removal of the bollards, the

provision of replacement bollards and the approved highway/footway/lighting works at no cost to the Council.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the legal Agreement(s) and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration, then the application be refused for the following reason:

'The proposal fails to demonstrate that vehicular access would be available on the side access road and as such the scheme would fail to provide adequate off-street car parking at the site. In the absence of adequate accessible off-street car parking being provided, the proposal is likely to result in additional on-street car parking, detrimental to highway and pedestrian safety, contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD July 2014.'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement with the applicant.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Sport and Green Spaces prior to issuing the decision:

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number DP274[P]1 C and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 RES7 Materials (Submission)

Prior to the commencement of the superstructure works details of all materials and external surfaces shall have been submitted to and approved in writing by the Local Planning

Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

4 RES9 Landscaping (car parking & refuse/cycle storage)

Prior to the commencement of the superstructure works detail of a landscape scheme shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts
 - 2.c Hard Surfacing Materials

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

5 RPD3 Obscured Glazing

The first and second floor windows facing 30 and 32 Harvey Road. shall be glazed with permanently obscured glass for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

6 RPD1 No Additional Windows or Doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 30 and 32 Harvey Road.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

7 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

8 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2016) Policies 3.1, 3.8 and 7.2

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 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this

development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4 170 LBH worked applicant in a positive & proactive (Granting)

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, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the eastern edge of the Borough and on the east side of Harvey Road, to the south of a former access road spur. Harvey Road is a residential cul-de-sac, surrounded by open land, with vehicular access taken from West End Road, between Nos. 39/39A and 41, almost opposite the application site. The site currently provides garden space for Nos. 30/30A Harvey Road. Residential properties to the south of the main access and the spur comprise open plan blocks of two-storey maisonettes, designed to give the impression of semi-detached houses whereas properties to the north of

these roads are more traditional pairs of semi-detached houses. Adjoining the site to the east is the Lime Tree Golf Course which is within the London Borough of Ealing. Open land to the south and west of Harvey Road forms part of the Green Belt.

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3.2 Proposed Scheme

The proposal is for the erection of 2 x two storey, 3-bed, semi-detached dwellings with habitable roof space, associated parking and amenity space.

3.3 Relevant Planning History

67335/APP/2010/2355 Land Adjacent To And Forming Part Of 30 Harvey Road Northolt
Erection of 2 x two-bedroom, two storey and 1 x one-bedroom, single storey dwellings with semi-linked lobby and associated parking and amenity space.

Decision: 23-12-2010 Refused

67335/APP/2011/1968 Land Adjacent To And Forming Part Of 30 Harvey Road Northolt
2 x two storey, 2-bed semi detached dwellings with associated parking and amenity space.

Decision: 07-08-2013 Approved

67335/APP/2015/2870 Land Adjacent To And Forming Part Of 30 Harvey Road Northolt
Details pursuant to conditions 3 (Materials), 5 (Code for Sustainable Homes), 6 (Site Levels) and 7 (Landscape Scheme) of planning permission Ref: 67335/APP/2011/1968 dated 05/12/2014 (2 x two storey, 2-bed semi detached dwellings with associated parking and amenity space)

Decision: 01-10-2015 Refused

67335/APP/2017/2717 Land Adjacent To 30 Harvey Road Northolt
2 x two storey, 3-bed dwellings with associated parking and amenity space and installation of vehicular crossover to front

Decision: 12-10-2017 Refused

Comment on Relevant Planning History

In 2013 approval was granted for the erection of a pair of 2 storey, 2 bed semi-detached properties. In 2017 planning permission was refused for a revised scheme for the erection of 2 x 2 storey 3 bed properties, for the following reasons:

1. The proposed development, by reason of its location in a visually prominent location, size, scale, bulk and design would result in a cramped, unduly intrusive and visually prominent form of development, that would fail to harmonise with the existing spacious character and pattern of residential development in the area. The proposal would therefore be detrimental to the character and appearance of the adjoining properties and the visual amenity of the street scene and the wider area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local

Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2016) and the council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposed dwellings by virtue of their size, scale, bulk, depth and proximity, would be detrimental to the amenities of the adjoining occupier at 30/30A Harvey Road, by reason of overdominance, overshadowing, visual intrusion and loss of outlook. Therefore the proposal would be contrary to policies BE19 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.

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:

AM14 New development and car parking standards.

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

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

BE20 Daylight and sunlight considerations.

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

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

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

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

H4 Mix of housing units

LPP 3.3 (2016) Increasing housing supply

LPP 3.5 (2016) Quality and design of housing developments

LPP 3.4 (2015) Optimising housing potential

LPP 3.8 (2016) Housing Choice

LPP 7.8 (2016) Heritage assets and archaeology

NPPF- 11 NPPF-11 2018 - Making effective use of land

HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

9 neighbours and the South Ruislip Residents Association were consulted for a period of 21 days expiring on the 26 November 2018. A site notice was also erected on the telegraph pole to the front. Three responses were received, raising the following points:

- Parking is an issue and would suggest parking permits for all residents would be wise to sort first
- The location plan appears does not appear to match the title deeds with respect to the garden belonging to 30a
- The properties with extensions are detached not the blocks of maisonettes. The proposal would be less in keeping with the existing properties than the previous approval
- Potential anti social behaviour as a result of the loss of the bollards to the front of the access road
- Impact on the amenity of the neighbouring occupiers

Officer response: Issues of land ownership or title deeds are civil matters and not material planning considerations. Other issues are addressed within the report.

Internal Consultees

DC Transport & Aviation Manager - No response

Access Officer - Any grant of planning permission should include the following condition: The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained

Highways - The site layout shows that 5 parking spaces can be provided off the existing service road. The service road currently has bollards restricting access to these parking spaces. The applicant has not submitted any information relating to the existing bollards on the road which restrict vehicular access and are covered by a traffic order. The Design and Access Statement advises the applicant will negotiate with Hillingdon Borough Council (as owners) to secure this area for the parking provision. Within the previously approved scheme, the applicant's agent confirmed in writing that they would be willing to enter into a S106 agreement to remove the bollards and carry out off-site highway works to provide the required parking area. On this basis it may considered unreasonable to refuse the proposal on this basis if all other aspects of the proposal were acceptable.

Trees/Landscaping - The site is currently unmaintained with long grass and occasional small trees which contribute collectively to the visual amenity of the area, but are of no individual merit. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area. This site has been the subject of a number of planning applications including a submission ref. 2017/2717 which was refused. The current proposal seeks to build two new semi-detached houses with associated parking and amenity space. The front building line would be similar to the neighbouring houses, with space for open plan front and rear gardens. Off-street parking for four cars is to be provided at the end of the service road / cul-de-sac, behind the new houses. If the application

is recommended for approval there is space and opportunity to provide tree planting as part of the associated landscape enhancement - and to replace those lost to enable the development.: No objection subject to the above considerations and post-commencement conditions for landscaping.

Environmental Protection Unit - No response

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

Given the residential character of the area adjacent to the plot, there is no policy objection to the development of the site to provide additional residential accommodation, subject to an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies and supplementary guidance. It should be noted that a proposal for 2 x two storey, 2-bed semi detached dwellings with associated parking and amenity space was permitted under application reference 67335/APP/2011/1968.

7.02 Density of the proposed development

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

The density matrix, however, is only of limited value when looking at small scale development such as that proposed with this application. In such cases, it is often more appropriate to consider how the development harmonises with its surroundings and its impact on adjoining occupiers.

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

Not relevant to this proposal.

7.04 Airport safeguarding

Not relevant to this proposal.

7.05 Impact on the green belt

Not relevant to this proposal.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the layout and appearance of new development should "harmonise with the existing street scene or other features of the area." The NPPF (2011) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

The southern end of Harvey Road has a relatively spacious character, with the two storey maisonette blocks set back from the road by approximately 7.5m, with their front garden

areas being open and grassed with no boundary structures. The sense of openness is enhanced by the surrounding Green Belt which can be glimpsed between the first floor gaps between and at the side of the blocks, including the open side garden area of the application site.

The proposed main building measures approximately 9.1m in depth, 9.6m in width and 8.1m in height, with a ground floor rear extension measuring 3.6m in depth. Comparatively, the scheme previously refused (under application reference 67335/APP/2017/2717) measured approximately 12.7m in depth, 10.1m in width and 8m in height. This created a reduced roof pitch which appeared disproportionate to the scale of the dwelling and was considered to have an unacceptable impact on the street scene and character of the area.

Under the current scheme, the proposed houses would not project beyond the front building lines on this prominent corner plot on Harvey Road and would maintain the existing open front garden area. Although the proposed building would project at both floors slightly beyond the neighbouring maisonettes, this is minimal and the style of the proposed dwellings reflects the simple character of those properties. The single storey rear projection would measure 3.6m in depth with a pitched roof of approximately 3.68m high, which although slightly higher than HDAS recommendations for a single storey extension would still appear as a subordinate addition. The proposed dormer is centrally positioned and would be set in from the roof margins in accordance with HDAS requirements and is considered acceptable.

Therefore the erection of 2 x two storey semi detached dwellings would respect the character of the streetscene and the wider area. As such the proposal would comply with the requirements of policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy 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 result in a 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 Hillingdon Design and Accessibility Statement (HDAS) provides a range of design guidelines, addressing setbacks, overlooking and shadowing, and attention should be paid to principles regarding over dominance and over looking.

Paragraph 4.9 of HDAS: Residential Layouts advises that all residential developments and amenity spaces should receive adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. It goes on to advise that 'where a two storey building abuts a property or its garden, adequate distance should be maintained to overcome possible domination'. Generally, 15 m will be the minimum acceptable distance between buildings. Furthermore, a minimum of 21 m overlooking distance should be maintained.

The principle first and second floor windows will face front and rear with the only side windows serving bathrooms and stairs, which could be conditioned to be obscure glazed and fixed shut. As such it is not considered that the proposal would significantly increase loss of privacy to that already existing in an urban environment. As regards the impact of the proposal upon properties to the north, the proposal would be separated by the 12m wide access road so that the properties would not be adversely affected by means of dominance

or loss of sunlight. A gap of 1.45m is retained between the flank wall of the dwelling on unit 2 and the flank wall of the stores and stairs to the side of no 30. A gap of 3.5m is retained between the two storey elements. The proposed pair of semi detached houses would maintain a front building line with the adjacent dwelling and project 0.8m to the rear. A further single storey rear projection of 3.6m in depth is set back approximately 5m from the flank wall of the neighbouring maisonettes with the existing storage building in between. Although in terms of depth the total rear projection would exceed HDAS guidance given the degree of separation it is not considered that the proposed building would have an unacceptable impact on the amenity of the neighbouring occupiers by reason of overdominance and visual intrusion.

The current proposal is in contrast to the scheme previously refused (under application reference 67335/APP/2017/2717) which projected 4.37m from the rear wall of numbers 30 and 30a Harvey Road, contravened a 45 degree line of sight from neighbouring property rear windows and was considered to have an unacceptable impact on neighbouring properties by reason of overdominance and visual intrusion.

Given the above considerations, the current proposal is considered to comply with the requirements of policies BE20 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies November 2012) and paragraphs 4.9 and 4.12 of the Hillingdon Design & Accessibility Statement (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 (March 2016).

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 standards require a 3 bedroom house, 4 person dwelling over three floors would be a minimum of 90sqm. The floor plans show proposed dwelling would provide a floor area of approximately 94sqm and is considered acceptable.

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 AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a provision of 2 spaces per dwelling.

The site layout shows that 4 parking spaces can be provided off the existing service road.

The service road currently has bollards restricting access to these parking spaces. The applicant has not submitted any information relating to the existing bollards on the road which restrict vehicular access and are covered by a traffic order. The Design and Access Statement advises the applicant will negotiate with Hillingdon Borough Council (as owners) to secure this area for the parking provision. Within the previously approved scheme, the applicant's agent confirmed in writing that they would be willing to enter into a S106 agreement to remove the bollards and carry out off-site highway works to provide the required parking area. On this basis it may be considered unreasonable to refuse the proposal on this basis if all other aspects of the proposal were acceptable. As such the provision for the off-street parking spaces would accord with the Council's Parking Standards. The application would therefore comply with policy AM14 of the Hillingdon Local Plan (November 2012).

7.11 Urban design, access and security

Section 4 of the Council's HDAS: Residential Layouts states that development should incorporate usable attractively laid out and conveniently located amenity space and a 3 bed property would require a minimum of 60 sqm. The proposal provides approximately 67 and 60 sqm of private garden area to the rear of the properties in excess of the requirements. The proposal therefore complies with policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.12 Disabled access

Not relevant to this proposal.

7.13 Provision of affordable & special needs housing

Not relevant to this proposal.

7.14 Trees, Landscaping and Ecology

The Landscape Officer has that the site occupies a spacious corner plot and is currently unmaintained with long grass and occasional small trees which contribute collectively to the visual amenity of the area, but are of no individual merit. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area. The current proposal seeks to build two new semi-detached houses with associated parking and amenity space. The front building line would be similar to the neighbouring houses, with generous space for open plan front and rear gardens. Off-street parking for four cars is to be provided at the end of the service road / cul-de-sac, behind the new houses. If the application is recommended for approval there is space and opportunity to provide tree planting as part of the associated landscape enhancement - and to replace those lost to enable the development.

7.15 Sustainable waste management

Not relevant to this proposal.

7.16 Renewable energy / Sustainability

Not relevant to this proposal.

7.17 Flooding or Drainage Issues

Not relevant to this proposal.

7.18 Noise or Air Quality Issues

Not relevant to this proposal.

7.19 Comments on Public Consultations

The consultation was carried out in accordance with Hillingdon practice, over and above statutory requirements. All comments received have been considered and all other issues raised are addressed within the main 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.

The applicant has confirmed acceptance of a S106 and their willingness to resolve the highways issue relating to relocating the existing bollards.

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

The impact of proposed dwellings upon the character and appearance of the area and the impact upon residential amenity is considered acceptable. As such the application is recommended for approval.

11. Reference Documents

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

Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)

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

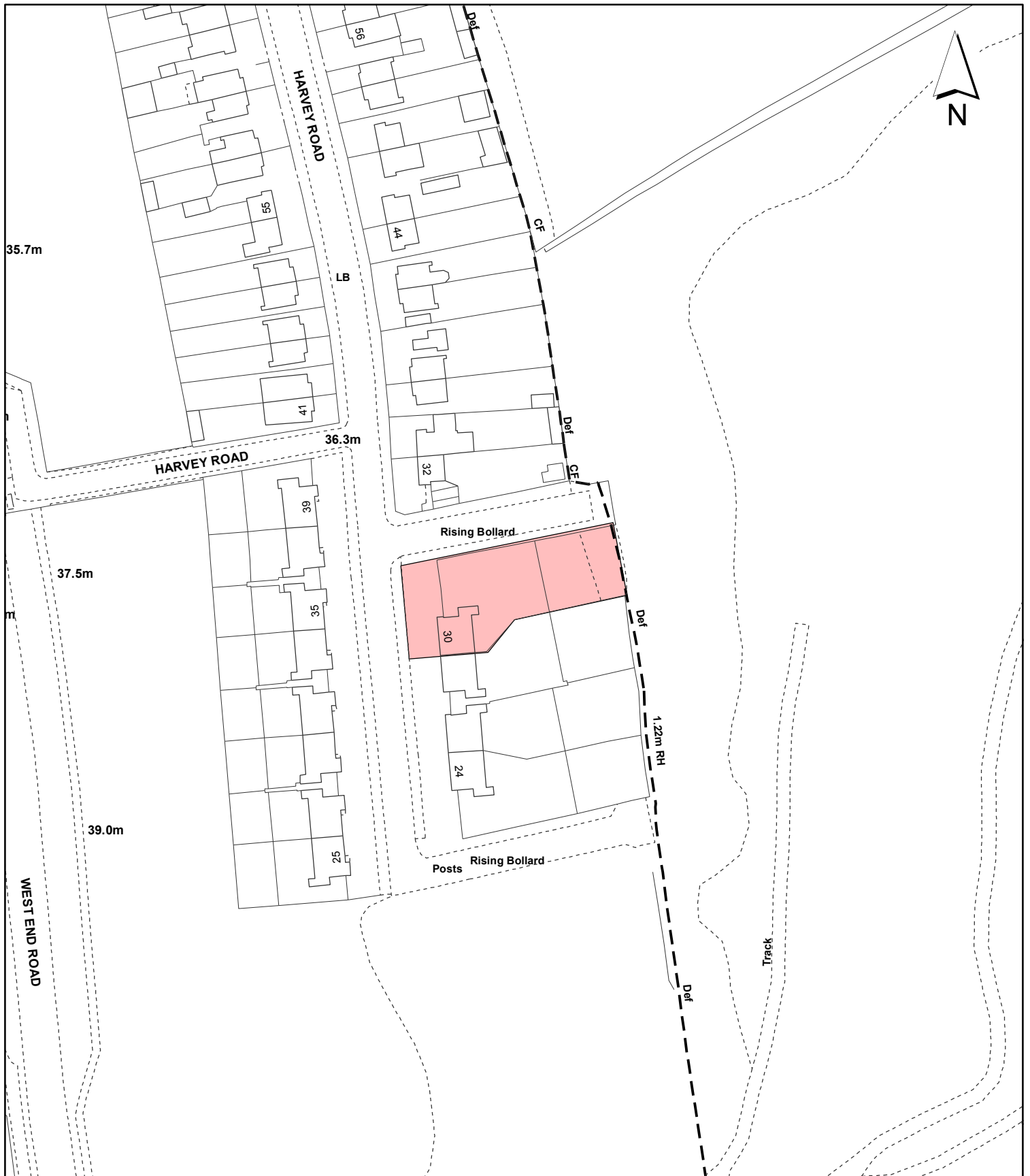
Hillingdon Design and Accessibility Statement: Residential Extensions

Hillingdon Design and Accessibility Statement: Accessible Hillingdon

National Planning Policy Framework

Contact Officer: Liz Arnold

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Land adjacent to 30 Harvey Road Northolt

Planning Application Ref:

67335/APP/2018/3565

Planning Committee:

North

Scale:

1:1,250

Date:

July 2019

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
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HILLINGDON
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