

Report of the Head of Planning, Transportation and Regeneration

Address LAND TO REAR OF 89 GOSHAWK GARDENS & HAYSTALL CLOSE
GOSHAWK GARDENS HAYES

Development: Erection of two-storey building to create 2 x 2-bed flats, with associated parking and amenity space, involving installation of vehicular crossover to front and also to front and side of 89 and 91 Goshawk Gardens to create additional parking.

LBH Ref Nos: 74301/APP/2019/1442

Drawing Nos: Design and Access Statement
3455/28 Rev. A
3455/27 Rev. A
3455/25 Rev. A
3455/20 Rev. A
3455/21 Rev. A
3455/22 Rev. A
3455/23 Rev. A
3455/24 Rev. A
3455/01 Rev. A

Date Plans Received: 30/04/2019

Date(s) of Amendment(s):

Date Application Valid: 30/04/2019

1. SUMMARY

Planning permission is sought for a two-storey building to create 2 x 2-bed flats, with associated parking and amenity space, involving installation of vehicular crossover to front and also to front and side of 89 & 91 Goshawk Gardens to create additional parking.

The proposed development would protrude forward of the established return building line along Haystall Close to the detriment of the visual amenities of the street scene and surrounding area and would result in a substandard level of parking for the existing and proposed dwellings. Furthermore due to the proximity of the proposed gate to the highway and lack of visibility when exiting the site off Haystall Close would result in potential for additional conflict along the highway to the detriment of highway and pedestrian safety.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal by reason of its by reason of its siting in this open prominent position, size, scale, bulk and projection forward of the established return building line on Haystall Close and its proximity to the highway would result in an overbearing and visually intrusive addition to the detriment of the visual amenities of the street scene and surrounding area. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2015) and the adopted Supplementary Planning Documents HDAS: Residential Layouts and HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

The proposal would result in a substandard car parking provision for the existing and proposed development leading to on street parking in an area where parking is already at a premium. Furthermore due to the proximity of the proposed gate to the highway off Haystall Close would result in vehicles overhanging the carriageway while attending to it and coupled with the lack of visibility when exiting the space via Haystall Close would result in the potential for additional conflict points along the highway to the detriment of highway and pedestrian safety. The proposal is therefore contrary to the relevant policies set out within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), The Hillingdon Design and Accessibility Statement: Residential Layouts and the London Plan (2016). The application is recommended for refusal.

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.

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.
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
DMH 4	Residential Conversions and Redevelopment
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space

DMT 6	Vehicle Parking
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.3	(2016) Sustainable design and construction
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

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 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.

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a parcel of land to the east of Nos 89 and 91 Goshawk Gardens and with the corner junction of Haystall Close, Hayes.

The host application property, 89/91 Goshawk Gardens consists of a two storey semi-detached building which is constructed from brick and is characterised with a hipped roof and storm porch. The house is set back from the frontage to accommodate a front garden laid in soft landscaping and is enclosed by a low level brick wall to the front, and a 1.5 m high close boarded fence to the side and rear. The parcel of the land to the right of the property is of an irregular shape and consists of overgrown vegetation and shrubs and detached double garage to the rear fronting Haystall Close.

The surrounding area is residential in character and is made up of a mix of two storey

terrace blocks and semi-detached dwellings.

3.2 Proposed Scheme

Planning permission is sought for a two-storey building to create 2 x 2-bed flats, with associated parking and amenity space, involving installation of vehicular crossover to front and also to front and side of 89 & 91 Goshawk Gardens to create additional parking.

The proposed two storey 2 x 2 bed flat would be erected to the right of 1 Haystall Close and would consist of a curved shape to follow the shape of the land. The building would have a maximum height of 7 m and would similarly be constructed from brick with a hipped roof with the proposed flats split over two floors.

3.3 Relevant Planning History

74301/APP/2018/3913 89 And 91 And Land Adjacent 89 & 91 Goshawk Gardens Hayes

Two storey, 2-bed, attached dwelling and two storey building to create 2 x 2-bed self-contained flats with associated parking, involving demolition of existing garages

Decision: 04-03-2019 Withdrawn

Comment on Relevant Planning History

No relevant planning history.

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.H1 (2012) Housing Growth

Part 2 Policies:

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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
DMH 4	Residential Conversions and Redevelopment
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DMHB 11	Design of New Development
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DMHB 14	Trees and Landscaping
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NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 23 adjoining and nearby neighbouring properties were consulted via letter dated 02.05.19 including a site notice displayed adjacent to the premises on 09.05.19.

A number of representations including a petition containing 21 signatures have been received which are summarised as follows:

- i. Additional traffic congestion and loss of off street parking,
- ii. The side extension would be detrimental to the residential amenities and light levels of the adjoining and nearby neighbouring properties,
- iii. Site is used as garden space and garages as opposed to vacant and therefore result in considerable loss of garden space for the current occupiers to the detriment of their amenities.
- iv. Doesn't allow for relocation of sewage pipes and drains,
- v. Would result in the loss of waste bins. recycling storage for No. 89 and no space for storage for

- the new dwelling,
- vi. Involved the loss of a mature apple tree,
 - vii. Construction works and delivery of materials would cause obstructions for neighbouring residents,
 - viii. Not everybody within the close was consulted,
 - ix. The building does not fit in with the street scene and will affect the visual character of the close,
 - x. Impact upon the safety of children attending nearby school.
 - xi. Additional pressure on local doctors, dentists etc.

Internal Consultees

Highways Officer:

This application follows that contained under ref, 74301/APP/2018/3913 which the Highway Authority had raised an objection to. The application was subsequently withdrawn by the applicant. This current application proposes a lesser quantum of development seeking the construction of 2 x 2-bed units towards the rear of 89 & 91 Goshawk Gardens. The existing units will be served by two new access points along both Goshawk Gardens & Haystall Close. Whilst I am satisfied with the location of these points of access, the proposed access off Haystall Close will be served by an entrance gate located within 5.0m of the carriageway. This will result in associated vehicles overhanging onto the carriageway whilst users attend the gate itself. The proposed units will be served by most northern access point currently serving the site. Commensurate with the vehicle speeds along Haystall Close and in accordance with highway guidance contained within the current Manual for Streets (1&2) document, a minimum visibility splay requirement of 2.0 metres back from the access centreline by 25 metres along both directions of Haystall Close to the nearside kerblin should be achieved. It is apparent that splays towards the right on exit are obstructed by proposed foliage. Upon reviewing the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has poor access to public transport with a PTAL rating of 1b. On this basis, it is considered that an emphasis will be placed on the private car. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Councils adopted Car Parking Standards. When considering the quantum of development proposed against the Councils car parking standards, it is required that this scheme provide six parking spaces. Three spaces to serve no 89 & 91 with an additional three spaces to serve the proposed 2 x 2 bed units. It is apparent from the submitted information that only four spaces are proposed thus resulting in a shortfall of two parking spaces. The proposals are therefore expected to result in two vehicles being displaced onto the network at times of peak residential parking demand. With regard to cycle parking, the proposed 2 x 2 bed units are required to provide two secure and covered cycle parking spaces. This would accord with the London Plan minimum standards. This has not been demonstrated. Mindful of the above, I must recommend that this application is refused.

Trees and Landscape Officer:

This site is an area of disused garden space situated at the junction of Goshawk Gardens and Haystall Close. There are no trees of merit and no TPO's or Conservation Area designations affecting the site.

COMMENT: A previous submission, ref. 2018/3913, was withdrawn and the current scheme amended in the light of planning advice. No trees or landscape features of merit will be affected by the proposal. If the application is approved, hard and soft landscape details should be conditioned to ensure that the proposal satisfies policies BE23 and BE38.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1, 2, 4 and 5)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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 and in accordance with the Policies of the Hillingdon Local Plan (November 2012), the London Plan and the NPPF.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to ensure that new development 'takes into account local context and character, the design principles in Chapter 7 and that public transport capacity development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals that compromise this policy should be resisted'.

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

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

Policy BE22 of the Hillingdon Local Plan Part Two - Saved Policies requires minimum gap of 1 m between a 2 storey building and the side boundary. The purpose of this is to avoid a cramped appearance in the street scene. It is considered that no terracing impact would occur and an exception to Policy BE22 would be acceptable in accordance with design guidance.

The proposed new building has been designed to reflect the size and appearance of the adjoining and nearby neighbouring properties in regards to its height, roof form and materials and although acceptable in these regards it would be sited forward of the return building line established by the adjacent property at 1 Haystall Close. The open space to the side of 1 Haystall Close maintains an open spaciousness within the street scene in relation to the adjacent T junction and the addition of a new 2 storey building given its intrusion into this clearly defined building line would result in the loss of this open and spacious gap and coupled with its outward curved design and uncharacteristically close relationship to the road is such that it would appear visually intrusive in the street scene to the detriment of the surrounding area.

The proposal would therefore fail to comply with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan Part Two: Saved UDP Policies (November 2012) and the Council's

adopted Supplementary Planning Document HDAS: Residential Layouts.

7.08 Impact on neighbours

Policy BE21 of the adopted Hillingdon Part Two Saved UDP Policies (November 2012) states that planning permission will not be granted for new development which by reason of its siting, bulk and proximity, would result in a significant loss in residential amenity. Likewise UDP Policies BE20 and BE24 resist any development which would have an adverse impact upon the amenities of nearby residents and occupants through loss of daylight and privacy.

The Supplementary Planning Document HDAS: Residential Layouts section 4 states the Council's 45 degree principle will be applied and is designed to ensure that adequate daylight and sunlight is enjoyed in new and existing dwellings.

Paragraph 6.2 of the HDAS SPD states two storey extensions will only be allowed where there is no significant over-dominance, over-shadowing, loss of outlook and daylight. Any extension at first floor level must not extend beyond a 45 degree line of sight taken from the nearest of the first floor window of any habitable room of the adjoining property.

The new building would maintain a separation gap of 15 m between the rear of the host and attached new dwelling, and a further 21 m between any facing habitable rooms. As bedroom 1 to flats 1 and 2 would benefit from a front facing aspect, the secondary flank and rear windows could be conditioned to remain obscure glazed and fixed shut to prevent loss of privacy and overlooking.

As such it is considered that the occupants of the host and new dwellings would not suffer an unacceptable loss of outlook, light or privacy in accordance and the proposed development would not constitute an un-neighbourly form of development in compliance 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 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has adopted the new national technical standards through a minor alteration to The London Plan.

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A 2 bed, 4 person single storey dwelling requires 70 sq.m.

Flat 1, a 2 bed, 4 person unit on the ground floor would measure 70 square metres. Flat 2, similarly a 2 bed, 4 person unit on the first floor would measure 74 square metres. It is considered both dwellings would comply with the minimum standard for a 2 bed, 4 person flat with a reasonable level of outlook and light to all habitable rooms.

The proposed development would therefore comply with Policy 3.5 and Table 3.3 of the Housing Standards Minor Alterations to the London Plan (March 2016) and Policy BE19 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012).

Policy BE23 requires all new residential dwellings to provide sufficient external amenity

space to protect the amenity of the occupants of the proposed building and is usable in terms of its shape and surrounding. The HDAS guidance states a shared amenity space for 2 bed flats should be 25 square metres each.

Proposed flats 1 and 2 would benefit from an amenity area measuring approximately 65 square metres, and the host dwelling 89/91 Goshawk Gardens would have an area of 80 square metres.

The proposal would therefore accord 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 Unitary Development Plan 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 proposal includes the construction of a new vehicular crossover to the front of 89/91 Goshawk Gardens measuring 3.4 m in width at the roadside edge, the creation of a new crossover via Haystall close to serve the existing dwelling and the extension of the existing crossover to rear of the new building to serve flats 1 and 2 to measure 5.4 m at the road edge.

The PTAL rating of the proposed development is 1b, which would indicate the site has 'poor' access to public transport, on this basis the car will be heavily relied upon. When considering the quantum of the proposed development, 6 off street car parking spaces should be provided. 1.5 spaces each for Nos. 89 /91 Gohawk Gardens and 1.5 spaces each similarly for flats 1 and 2. The proposal would therefore fall short of 2 off street car parking spaces. No details with regards to secure cycle storage have been provided however these could be overcome by condition if minded to approve. Further objection was raised by the Highway Officer in regards to the proximity of the entrance gate serving the proposed access off Haystall Close as this would result in vehicles overhanging the carriageway while attending the gate itself. Additionally given the foliage along the boundary edge the proposal would fail to provide adequate visibility when exiting the site to the detriment of highway and pedestrian safety

The proposed development would provide a substandard level of parking resulting in an increased pressure for additional on street parking where parking is already at a premium, and due to the proximity of the gates to the edge of the carriageway and lack of visibility when exiting the site would result in additional potential for conflict along the road to the detriment of highway and pedestrian safety. The proposal would therefore be contrary to Policy AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

7.11 Urban design, access and security

These issues are covered in other sections of this report.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping where appropriate.

Tree Officer comments: No trees or landscape features of merit will be affected by the proposal. If the application is approved, hard and soft landscape details should be conditioned to ensure that the proposal satisfies policies BE23 and BE38.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

All representations relating to character and appearance of street scene, impact upon the residential amenities of the adjoining neighbours, additional traffic/parking, trees would constitute material planning considerations and have been addressed within the main body of the report.

7.20 Planning obligations

The application is liable for Community Infrastructure Levy which equates to £26,245.57.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing

the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The application seeks planning permission for the erection a two storey building to create 2 x 2 bed flats with associated parking and amenity space, involving installation of vehicular crossover to front and also to front and side of 89 & 91 Goshawk Gardens to create additional parking.

The proposed development given its siting would protrude beyond the established return building line with Haystall Close and combined with its proximity to the highway would be an overbearing and visually intrusive addition to the detriment of this part of the street scene and surrounding area. Furthermore it would provide a substandard level of parking for the existing and proposed dwellings and coupled with the proximity of the gate and lack of visibility when exiting the site off Haystall Close would result in the potential for additional conflict points along the highway to the detriment of highway and pedestrian safety. The proposal is therefore contrary to the relevant policies set out within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), The Hillingdon

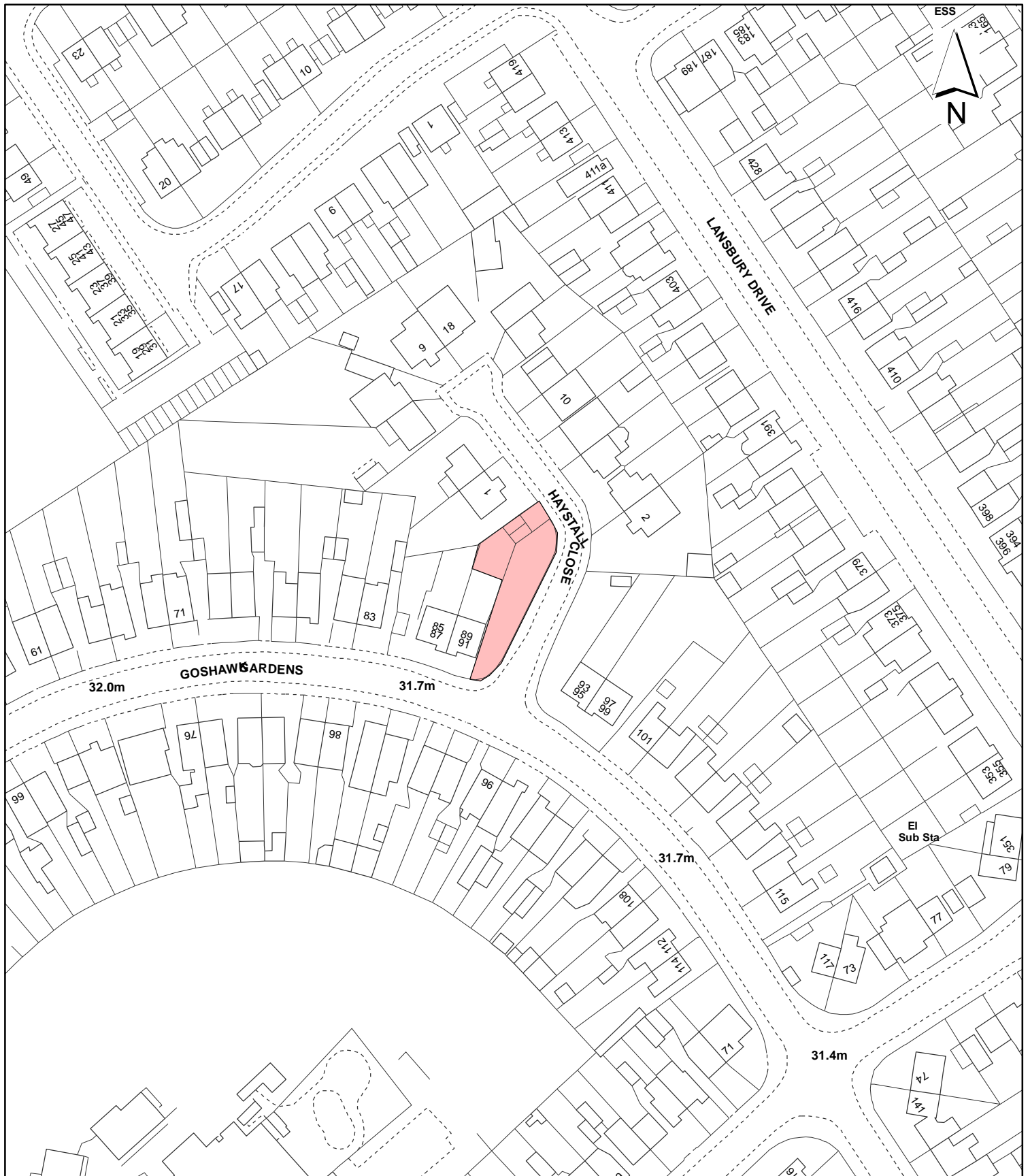
Design and Accessibility Statement: Residential Layouts and the London Plan (2016). The application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019)
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: Naim Poptani

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Notes:

 Site boundary

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Site Address:

Land to rear of 89 Goshawk Gardens & Haystall Close

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

Planning Application Ref:

74301/APP/2019/1442

Scale:

1:1,250

Planning Committee:

Central & South

Date:

July 2019

