

## Report of the Head of Planning, Transportation and Regeneration

**Address** 47 FAIRFIELD ROAD UXBRIDGE

**Development:** Demolition of existing dwelling and erection of three storey building to provide 6 x 3-bed flats with associated car and cycle parking, amenity space and refuse storage and installation of vehicular crossover to front

**LBH Ref Nos:** 21763/APP/2019/2571

**Drawing Nos:** FR47-AP1-1009 Rev. A  
FR47-AP1-1010  
Design and Access Statement  
E0819-T  
FR47-AP1-1001A  
FR47-AP1-1002A  
FR47-AP1-1003  
FR47-AP1-1004  
FR47-AP1-1005  
FR47-AP1-1006  
FR47-AP1-1007  
FR47-AP1-1008  
FR47-AP1-1011  
FR47-AP1-1012

**Date Plans Received:** 01/08/2019

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/08/2019

### 1. SUMMARY

The application is seeking planning permission for the erection of three storey building to create 6 x 3-bed flats with associated car and cycle parking, amenity space and refuse storage, and installation of vehicular crossover to front, involving demolition of existing dwelling.

It is considered that in principle the proposal is unacceptable as it would result in an overdevelopment of Fairfield Road. In addition it would have a detrimental impact on the street scene and surrounding area. It would not have a detrimental impact on the sunlight and outlook of neighbouring dwelling, however, it would have an overbearing impact on No.45 Fairfield Road and it would result in loss of privacy. It would provide suitable living standards for future occupiers, however, there would not be step free access for persons who are unable to use a staircase.

Subsequently, the application is recommended for refusal.

### 2. RECOMMENDATION

**REFUSAL for the following reasons:**

#### 1 NON2 Non Standard reason for refusal

The proposal would give rise to an unacceptable level of flatted developments in close proximity to each other and would thus have a detrimental impact on the character, appearance and visual amenities of the street scene and the wider area in general.

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 DMH 4, DMHB 11 and DMHB 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019), Policies 3.5, 7.1 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

**2           NON2           Non Standard reason for refusal**

The proposed development, by reason of its siting in this open prominent position, size, scale, proximity to the side boundaries and forward projection of the established building line on Harefield Road would result in the loss of an important gap characteristic to the area and would thus result in a cramped, unduly intrusive, visually prominent over-development of the site. The proposal would therefore be detrimental to the character, appearance and visual amenities of the street scene and the wider area in general. 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 DMHB 11 and DMHB 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019), Policies 3.5, 7.1 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

**3           NON2           Non Standard reason for refusal**

The proposed development by reason of its size, scale, bulk, roof design and neo-Georgian design would be detrimental to the character and appearance 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 DMHB 11 and DMHB 12 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019), Policies 3.5, 7.1 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

**4           NON2           Non Standard reason for refusal**

The proposed development, by virtue of its size, scale, bulk, height, proximity and by virtue of the number and location of rear windows overlooking the neighbouring property, would be detrimental to the amenities of the adjoining occupiers at 45 Fairfield Road by reason of overdominance, loss of privacy and visual intrusion. Therefore the proposal would be contrary to Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

**5           NON2           Non Standard reason for refusal**

The proposal has not demonstrated that sufficient off street parking/manoeuvring arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety contrary to Policy AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policy DMT 2 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012).

**6 NON2 Non Standard reason for refusal**

The proposal has not sufficiently demonstrated a clear, well evidenced, compelling case to the Local Planning Authority as to why lift access cannot be provided. Therefore, the proposal fails to provide accessible access to the full development contrary to Policy AM13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.8 (c) and 7.2 of the London Plan (July 2016) and the adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

**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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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.
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
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 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
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

### **3 159 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.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application relates to a two storey, 4-bed, detached dwelling house located to the South West of Fairfield Road on a prominent corner plot at the junction with Harefield Road. The brick, render and tile dwelling is set back from the road by over 13 metres of hardstanding and soft landscaping which provides space to park at least two cars within the curtilage of the dwelling house. To the rear of the property lies a garden area which acts as private amenity space for the occupiers of the dwelling.

The application site shares a side boundary with No.45 Fairfield Road to the South East. To the North West runs Harefield Road which is on a lower level. To the rear lies No.50 Harefield Road.

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 three storey building to create 6 x 3-bed flats with associated car and cycle parking, amenity space and refuse storage, and installation of vehicular crossover to front, involving demolition of existing dwelling.

The new building would be set back from the road by 12.5 metres and would have a maximum depth of 16.5 metres and a maximum width of 14.1 metres over all floors. It would be set in a minimum of 1 metres from the boundary line with No.45 Fairfield Road and 1.4 metres from the Harefield Road boundary. The building would benefit from a flat green roof with a height of 8.8 metres and the property would have a Neo-Georgian design with facing brick.

There would be two flats per floor. The two ground floor flats would benefit from private amenity space with the remaining flats sharing a communal garden area. Three parking spaces, a cycle and bin store would be provided to the front, and the existing vehicular crossover would be extended by 2.140 metres.

### 3.3 Relevant Planning History

21763/76/0024                      47 Fairfield Road Uxbridge  
Householder development - residential extension(P)

**Decision:** 29-03-1976    Approved

21763/A/96/0645                47 Fairfield Road Uxbridge  
Change of use from residential to information centre, with a drop in facility, together with provision of counselling and complementary therapies and administration

**Decision:** 10-07-1996    Withdrawn

21763/APP/2002/1797        47 Fairfield Road Uxbridge  
ERECTION OF A TWO STOREY SIDE EXTENSION

**Decision:** 17-09-2002    Refused

21763/APP/2002/408        47 Fairfield Road Uxbridge  
ERECTION OF A TWO STOREY FRONT AND SIDE EXTENSION

**Decision:** 15-04-2002    Refused

21763/APP/2018/2524        47 Fairfield Road Uxbridge  
Conversion of two storey dwelling into 2 x 2-bed flats with associated parking and cycle storage involving conversion of garage to habitable use, and alterations to front, rear and side elevations

**Decision:** 06-09-2018    Approved

#### Comment on Relevant Planning History

An application for the conversion of the existing dwelling into 2 x 2-bed flats was recently

approved under application 21763/APP/2018/2524 on 06/09/2018.

#### **4. Planning Policies and Standards**

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18th May 2018. This comprises of a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

The document was submitted alongside Statements of Proposed Main and Minor Modifications (SOPM) which outline the proposed changes to submission version (2015) that are being considered as part of the examination process.

Submission to the Secretary of State on 18th May 2018 represented the start of the Examination in Public (EiP). The public examination hearings concluded on the 9th August 2018. The Inspector submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the updated SOPM (2019) only. The Council undertook this consultation between 27th March 2019 and 8th May 2019. All consultation responses have been provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

On the basis that the public hearings have concluded and the Council is awaiting the final Inspector's Report on the emerging Local Plan: Part 2, the document is considered to be in the latter stages of the preparation process. The degree to which weight may be attached to each policy is therefore based on the extent to which there is an unresolved objection being determined through the EiP process and the degree of consistency to the relevant policies in the NPPF (2019).

#### **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:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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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.
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
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DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
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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 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
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

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- Not applicable

**5.2** Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Fifteen neighbouring properties and the Residents Association were notified of the proposal on 21/08/2019. A site notice was also displayed which expired on 18/09/2019.

Thirty two objections and a petition were received. The independent objections are summarised as follows:

#### Overdevelopment:

- Fairfield Road is overdeveloped with new flats
- Would give rise to an unacceptable level of flatted development sites in close proximity to one another;
- Proposed development flies in the face of the Council's decision to halt further developments of flats on Fairfield Road;
- It would encourage others to follow suit turning a peaceful road into a crowded rat run;
- Hillingdon has made a decision to halt flat developments in Fairfield Road;
- Ten years ago residents were assured that not further flats would be built in Fairfield Road;
- Planning Inspector has recorded his view that Fairfield Road has reached its full development;
- Would set a precedent for further unwanted and unnecessary development;
- Fairfield Road should be allowed to keep the characteristic large family homes;
- Fairfield Road has already exceeded the 10% of flats within the road;
- Fairfield Road already has a high ratio of developments to houses compared to other roads.

#### Impact on street scene:

- Flats are not in keeping with the street scene;
- Fairfield Road has its own style and appears affluent and the development is unsympathetic;
- The Design and Access statement argues that the design is sympathetic to local character and history but this is not the case as the comparison developments are contained within a pitched roof;
- Will appear as an imposing block wall from Harefield Road;
- Would be detrimental to the North Uxbridge Area of Special Local Character;
- Materials are inconsistent with the houses at this end of Fairfield Road;
- Would alter the outline of the harmonious buildings at 43 and 45 Fairfield Road and 48 and 50 Harefield Road;
- Looks like a 1940s prefabricated block;
- Loss of garden land and the open aspect of the plot;
- Development would completely fill the corner plot;
- Incongruous footprint;
- Three storey building in the style of a mini tower would be out of keeping.

#### Impact on neighbours:

- Nothing has been said in respect of properties opposite the site on the other side of Harefield Road
- New block would be much nearer and higher to Harefield Road resulting in a loss of outlook;
- Overburdening effect on the properties opposite;
- Would result in overlooking, removing the privacy of neighbouring houses and rear gardens (one objector explained in great detail the personal impacts that the development would have on them);
- Impact the value of neighbouring houses;
- Increased noise and disturbance;

#### Highways:

- Already difficult to park on the road for permit holders;
- The junction of Fairfield Road and Harefield Road is very dangerous due to poor visibility;
- Development would reduce visibility on the junction;
- During rush hour, Harefield Road is very busy and due to parking it is difficult to pass;
- Parked cars on Harefield Road can cause gridlock;
- Harefield Road is dangerous and children use it to get to school;



- New development would increase number of cars;
- Insufficient parking proposed;
- Only 3 spaces proposed which is unsuitable for 6 flats, as it is likely that 2 spaces per flat would be required;
- Daytime parking study was submitted but not an evening study and most spaces in the area are in use in evening time;
- Untenable to suggest that the pattern of commuting for residents in the development would be so different that only 3 off road parking spaces are required;
- Bays outside the property are business parking only;
- Reduction in car usage as mentioned within the statement is misleading;
- Cars would have to reverse onto the road;
- Statement refers to the area being well served by buses which is incorrect;
- Provision of cycle spaces is being used to divert attention away from wholly inadequate parking provisions;

Overpopulation:

- Overpopulation of the area
- No further investment in medical practices;
- Hillingdon Hospital is struggling with the number of patients;
- Schools are oversubscribed;
- Additional flats would have a severe impact on local services and amenities;
- The statement states that it would not increase demand on local services which is erroneous;
- Would result in an increase of 100% from the existing occupancy and the proposed;
- Uxbridge gas reached maximum capacity and cannot continue to expand;
- Impact on air quality;
- Uxbridge has a tremendous expansion with redevelopment of RAF site and proposal on Halfords/Wickes Site;

Construction Works:

- Potential damage to neighbouring properties;
- Construction vehicles will be disruptive;
- Construction would be intolerable, noisy, dirty and dangerous;

Other:

- Sewers would be impacted
- Stating that trees would not be removed which is incorrect;
- Loss of light would impact the cherry trees in Harefield Road;
- Waste store is inadequate;
- Would be used by HMO residents who do not contribute to the local community;
- Water pressure has become low and this development would exacerbate this;

Officer Comments:

The principle of the development in regards to overdevelopment of Fairfield Road has been considered in the report below. The dwelling is not located within the Area of Special Local Character, although it does cover the majority of Fairfield Road, however, the impact of the development on the surrounding area will be considered. Property values are not a Planning consideration, however, the impact of the proposal on the light, outlook and privacy of neighbouring properties will be discussed. The impact of the development on highway safety and parking has been considered by the Council's Highways officer which is detailed below. The impact of day to day construction work associated with a development is not a material planning consideration that can be used to refuse a planning application.

A petition against the proposal has been submitted with 37 signatures.

**Internal Consultees**

Access Officer:

Having reviewed this application, it is clear that step free access to the proposed dwellings above ground floor would not be possible for wheelchair users and other persons unable to use a staircase. Paragraph 3.48A of the London Plan (March 2016) recognises that the application of M4(2), which requires lift access (a step free approach to the principle private entrance), may have particular implications for developments of four storeys or less where historically the London Plan may not have not required a lift. Local Planning Authorities are therefore required to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Research indicates that the provision of a lift does not necessarily have a significant impact on viability and does not necessarily lead to a significant increase in service charges. However, in certain specific cases, the provision of a lift where necessary to achieve this aim, may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents. Unless the applicant submits a clear, well evidenced and compelling case to the LPA as to why lift access cannot be provided, the application should not be supported on the grounds of non-compliance with London Plan policy 3.8(c).

Highways Officer:

The application site occupies a corner plot situated at the far northern end of Fairfield Road, immediately where it intersects with B467 Harefield Road, it is just 500 metres away from Uxbridge town centre. Fairfield Road is a residential street and forms part of the U1 residents parking management scheme. Parking is prohibited Monday to Saturday 9am to 5pm except for members of the parking management scheme who can park in designated parking bays at any time. A number of the parking bays are allocated to business permit holders. Double yellow lines have been provided at the junction of Fairfield Road with Harefield Road. On Sundays and evenings when parking is not restricted Fairfield Road is a popular place for town centre visitors to park free of charge.

Harefield Road is also part of the U1 parking management scheme and is governed by the same waiting restrictions. Where parking bays have been provided the width of the carriageway becomes too narrow for vehicles to pass, the free flow of traffic is reliant upon drivers giving way to one another. Harefield Road forms part of the Borough classified road network and is a bus route.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole suggesting there will be a strong reliance on the private car for trip making and in turn demand for car parking.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

It is proposed to provide 6 x 3 bedroom residential flats. The Council's adopted parking standards allow a maximum of 1.5 car parking spaces per unit, for the development as a whole this equate to 9 spaces. All three spaces proposed would have active electric vehicle charging points. Given the flats would have 3 bedrooms it is likely that they may be occupied by families and couples, taking this into account it is considered that 9 car parking spaces should be provided not only to cater for residents but their visitors as well. As part of the proposed development the existing vehicle crossover would be widened, these works would be undertaken under s184 of The Highways Act 1980 (or suitable alternative arrangement) and must be carried out in full accordance with Council standards and at the applicant's expense.

A bin storage area has been proposed on the frontage which will facilitate continued refuse collection

via the public highway (Fairfield Road). The storage area is located in the region of the Council's maximum 'waste collection' distance of 10m from bin store to the waste collection point (i.e. refuse vehicle) on the public highway. There is also a requirement for waste carrying distances to the bin store from each residential unit to not exceed a distance of 25- 30m which appears achievable.

The Highway Authority requires that a Construction Logistics Plan is submitted to avoid/minimise potential detriment to the public realm protect not least because Fairfield Road is a residential street.

This Construction Logistics Plan should be produced based on the guidance produced by TfL tailored to the development and local circumstances. The construction Logistics Plan should be secured by way of suitable planning condition and/or S106 contributions.

Transport for London's Construction Logistic Plans Guidance is available at:

<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

Notwithstanding the above the Highway Authority has objections to this development as it does not conform to Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy. The development provides just 3 car parking spaces to serve 6 x 3 bedroom flats, taking into account these units are suitable for occupation by families and couples the quantum of on-site parking needs to accommodate more than one parking space per unit as each partners in a couple may both have a car. Over and above this visitor parking also needs to be provided for. As mentioned above parking along the full length of Fairfield Road is controlled by a residents parking management scheme, this was introduced to manage the competing demands for on-street parking by residents and town centre visitors and workers.

Without sufficient on-site resident and visitor parking vehicles will be displaced on-street. This may lead to drivers parking in inappropriate locations presenting a risk to road safety. As driver cruise around looking for somewhere to park they are also placing further demand on a road network that is already saturated during peak hours. The risk this presents to road safety and hinders the free flow of traffic. This is particularly acute along Harefield Road where in places, on-street parking reduces carriageway to such an extent that only one-way working is possible.

Conservation/ Urban Design Officer:

The existing site comprises of an attractive detached dwelling positioned on a corner plot at the junction of Fairfield Road and Harefield Road. The property appears to date from the mid-20th century and is characterised by its Edwardian appearance. The front elevation is defined by a projecting jettied gable with mock Tudor timber detailing. The jetty is set over a canted bay window at ground floor. To the right of the gable is a deep cat-slide roof with a hipped roof dormer. The entrance to the property is recessed below the cat-slide. Save for the gable to the front the rest of the property is defined by a red brick external finish and hipped tiled roof.

The character and appearance of the property quietly yet positively contributes to the streetscene. Its scale, built form and detailing is in keeping with its surrounding context. It is a good example of the mid-20th century development of Uxbridge comprising of detached and semi-detached dwellings set on modest plots contributing to the suburban character of the area in comparison to the dense, finer grain of the town centre. The surrounding environment of the site is predominantly defined by two storey dwellings with traditional hipped tiled roof forms, defining the area's suburban aesthetic and defining a coherent pattern of development in which the area was previously developed. Some buildings include some attractive detailed finishes including mock Tudor timber detailing and hung tiles. Projecting gables are also a notable features within the surrounding environment.

Due to the corner location of the site the existing dwelling is visible from various vantage points. There is also a noticeable difference in ground levels between Harefield Road and Fairfield Road, with No.47 set at a much higher ground level than the street level of Harefield Road. The boundary treatment along Harefield Road comprises a substantial brick wall topped with a close boarded

fence. The brick wall continues along Fairfield Road however is lower in height due to the incline of the road. The property is appropriately positioned away from the sites street boundaries allowing for ample gaps around the periphery of the site and views across the site towards Harefield Road from Fairfield Road. The existing dwelling's side building line respects the front building line of properties facing onto Harefield Road.

The proposal comprises of total demolition of the existing dwelling and development of the site for a 3-storey flatted block comprising of six, 3- bed residential units. The loss of the existing dwelling would be considered regrettable. It positively contributes to the character and appearance of the surrounding environment and established local distinctiveness.

The scale of the built form on the site would dramatically increase. It would result in a 3-storey, boxy built mass which would significantly alter the contribution the site makes to the surrounding streetscape. The proposed building would extend across the full width of the site and match the depth of the existing house and its previous extension. The square plan form and flat roof would create a block building with no relevance to the surrounding context and well defined roofscape. The positioning of the proposed building would respect the established front building line of properties along Fairfield Road. However the western side building line of the proposed building would be set forward of the front building line established by the properties along Harefield Road, due to the development infilling the entire width of the site. This would be considered unacceptable. It would harm views along Harefield Road and result in a bulky built form defining this corner plot. As existing, views can also be appreciated across the site from Fairfield Road, allowing for glimpses of Harefield Road's roofscape. The scale of the development would result in the loss of views across the site which contributes to some sense of openness.

The building would be 1m from the site boundary with No.45 resulting in a 3 storey built form in close proximity to the neighbouring dwelling. As existing the single storey garage is positioned in this location providing an ample gap and some relief between the existing built forms. This would be completely lost, with the 3 storey development having some negative impact on No.45. The proposed development would also be in much closer proximity to Harefield Road. Due to the scale of the building it would result in an imposing flank elevation along Harefield Road. This alongside the fact that the ground level of the site is significantly higher than the street level of Harefield Road, the development would have an over bearing impact on the street environment. The scale and form of the building would unacceptably intensify the developed nature of the site.

The design of the proposal would be starkly different to the well defined character of the surrounding environment as described earlier. The appearance of the proposal is a 'pick a mix' of various styles and features. It can only be assumed that the design intent is a mock Neo-Georgian style however this is diminished by various conflicting features and the poor implementation of Georgian detailing. The Neo-Georgian style is non-existent within the surrounding context, result in an unduly prominent addition to the area. The style has also been crudely articulated and would not respect the original principles of the Georgian and Neo-Georgian architecture. The building lacks any sense of hierarchy or proportion, with squashed, sash style windows. Furthermore the arrangement of the double sash style windows would appear odd. The strong parapet detail would draw undue attention to the roof line further accentuating the boxy built form of the development. The repetitive nature of the rear elevation would appear cluttered and fussy and would be visible from views along Harefield Road.

The Design and Access statement indicates that the building would be finished in a 'traditional Georgian brick and render'. The appearance colour and texture of the brickwork is not clear from the description stated as it could be a London yellow stock or red brick. Furthermore the CGI is misleading as Georgian bricklayers tended to use a Flemish bond rather than the English bond shown in the image. The sections of bright white render alongside proposed brick exterior and chunky parapet detail would be visually obtrusive and would be definitively different to neighbouring dwellings.

It is duly noted that Fairfield Road and the surrounding environs has somewhat degraded over the past decade by the encroachment of large scale developments which have intensified the use of some sites. However in these cases whilst the buildings are of notable scale an attempt has been made to respond the local vernacular with heights maintained at 2 - 2 and a half storeys and accommodation contained within the pitched roof forms. Many also include gable features to the front.

The surrounding environment has a well defined character and scale, the rhythm and placement of dwellings contributes to it intimate setting. The proposed development would be considered an incongruous bulky addition which would fail to appropriately harmonise with the existing streetscene.

The submitted information makes reference to an appeal decision within the north of the Borough, 190 Joel Street in Eastcote. It would need to be noted that this site and surrounding environment is significantly different to the application site and direct comparison would to the proposed scheme would not be relevant in this instance. Joel Street as noted by the Appeals Inspector is much more varied in character. Furthermore the road itself is a B-road, much wider and open in nature which would support buildings of a larger scale.

It would be considered an incongruous addition to the streetscene and due to the visible nature of the site it would result in a detracting built form along Harefield Road. The three storey flat roofed building would not respond to the surrounding local distinctiveness. The proposed neo Georgian style to the building would be a visual anomaly within the streetscape with disproportionate and crudely designed detailing.

Paragraph 127 of the NPPF encourages good design, visual attractiveness, sympathetic to local character, establishing a strong sense of place, the development would fail to meet such criteria. Taking into account paragraph 130 of the NPPF the application should be refused as it fails to take the opportunities available for improving the character and quality of an area. It would be significantly harmful to the surrounding environment with limited benefits.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

In order to establish the acceptability of the principle of developing this site for residential purposes, it is necessary to take into account currently adopted planning policy and to a lesser extent, emerging policy.

Policy H7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the conversion of residential properties into more units would be acceptable in principle provided this can be achieved without causing demonstrable harm to the residential amenities or character of the area. Paragraph 3.3 of the Hillingdon Design and Accessibility Statement: Residential Layouts specifically states that the redevelopment of large plots currently used for individual dwellings into flats in close proximity to each other is unlikely to be acceptable including large numbers of redevelopments on any one street. The redevelopment of more than 10% of properties in a residential street is unlikely to be acceptable. This maximum 10% figure is also stated within the emerging Policy DMH 4 of Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

There have been multiple redevelopments of single family houses into flats along Fairfield Road. As such, over 10% of the original properties along Fairfield Road have been redeveloped and so the proposal would fail to comply with the Council's policies. There were various appeals against planning refusals to redevelop sites along Fairfield Road that were dismissed in 2008. These include: an outline permission for 6 flats at No.10

(40315/APP/2007/2358 APP/R5510/A/08/2065712); an outline application for 11 flats at 22 and 22A Fairfield Road (15330/APP/2007/898 APP/R5510/A/07/2055692); and an outline application for 12 flats at Nos.29 and 31 Fairfield Road (63231/APP/207/1842 APP/R5510/A/08/2063651). The inspectors in each individual appeal decision concluded that another block of flats in this road would upset the balance of housing types and would be detrimental to the character of the area and that the cumulative effect of permitting this proposal would contribute to the further erosion of the original character and would change the nature to an unacceptable degree. Although the appeal decisions are now over 10 years old, the character of Fairfield Road remains as it was and the Inspectors quoted Policies which are still used by the Council as part of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

Subsequently, it is considered that regardless of all other material planning considerations, the proposal to redevelop the plot is unacceptable in principle.

#### **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 proposal would not have an impact on the setting of a Listed Building or an area of archaeological importance. Although the site does not lie within a Conservation Area or Area of Special Local Character it is noted that the majority of Fairfield Road lies within North Uxbridge Area of Special Local Character. The impact of the proposal on Fairfield Road will be discussed in the Impact on the character & appearance of the area section.

#### **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 improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. In addition, Policies BE13 and BE19 states that new development should complement or improves the character and amenity of the area whilst safeguarding the design of existing and adjoining sites.

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The application property is located on a prominent corner plot and so is highly visible from both Fairfield Road and Harefield Road. The existing property is an attractive detached dwelling dating from the mid-20th Century and is Edwardian in style and appearance. The character of the existing property positively contributes to the streetscene of Fairfield Road which consists of predominantly two storey dwellings with traditional hipped tiled roof forms.

With the demolition of the modest two storey detached dwelling with a three-storey, flat roofed building that would extend across the full width of the side and match the depth of the existing house at all levels, it is considered that the proposed development would dramatically increase the scale of the built form on the site.

The new three-storey building would be located a minimum of 1.5 metres from Harefield Road. The property is on a much higher ground level than that of Harefield Road and it is considered that the proposal would have a detrimental effect on the character and appearance of the streetscene in Harefield Road by reason of the height of the development above Harefield Road and the reduced distance from the boundary. In addition, due to the limited distance from the north western boundary, the proposed building would project forward of the established building line by over 5 metres which would harm the views along Harefield Road and remove the openness of this corner plot.

The building would be 1 metre from the side boundary with No.45 Fairfield Road. Although, the existing garage is built up to the boundary, this is single storey only with a cat slide roof and so allows for a visually open gap between the properties. Replacing this small garage with a three-storey development set a limited distance away from the property would result in the complete loss of this visual relief the site currently provides.

Fairfield Road consists predominantly of attractive two-storey detached dwelling houses. Although the properties in the area vary in individual design they do benefit from similar design features including traditional tiled hipped roofs, projection gable ends and brick appearance. As such, it is considered that there is a definitive suburban aesthetic and coherent pattern of development which creates a sense of place. The design intent of the proposal is of a mock Neo-Georgian style, however, it does give the appearance of a pick and mix of styles and features. The building lacks any sense of hierarchy or proportion with 'squashed' sash style windows. The parapet at the top accentuates the roof line further adding the appearance of a boxy built form of development. In addition to the poor implementation of Georgian detailing, it is noted that this style of property is non-existent within the surrounding area and so it would appear in total contrast to both Fairfield Road and Harefield Road.

It is noted that there have been previous redevelopments of sites along Fairfield Road into blocks of flats, however, in these cases an attempt has been made to respond to the local vernacular with the use of pitched roof forms and gable features to the front. The applicant also makes reference to an appeal decision at 190 Joel Street in Eastcote, where a similar designed property was allowed. However, Joel Street is significantly different to Fairfield Road as it is more varied in character and so a direct comparison cannot be made here and it does not act as precedent for the proposed development.

Subsequently, it is considered that the proposal by reason of its incongruous Neo-Georgian design, three-storey flat roofed design, overall bulk and scale and distance to both side boundaries would be significantly harmful to the surrounding environment. As such, the proposal would fail to comply with 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) and Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

#### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy DMHB 11 B of the emerging Hillingdon Local Plan:

Part Two - Development Management Policies with Modifications (March 2019) 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 receive 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 or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination and generally a minimum acceptable distance would be 15 metres. Paragraph 4.12 refers to privacy and states that new residential development should be designed so as to ensure adequate privacy for its occupants and neighbouring residential properties. Adequate distance should be maintained to any area from which overlooking may occur and as a guide, the distance should not be less than 21 metres between facing habitable room windows.

The proposed development would be located 21 metres from the neighbouring properties located on the opposite side of Harefield Road. Due to the different land levels between the application property and Harefield Road, the proposal would be a minimum of 10.7 metres above the road level. However, the proposal would not intersect the 25 degree vertical line from these properties.

It would be located a minimum of 1.08 metres from the shared boundary line with No.45 Fairfield Road. At this point the proposal would project to the rear of No.45 by 2.7 metres, stepping out to a maximum rear projection of 5.7 metres located 6 metres from the boundary. As such, the proposal does not intersect the 45 degree horizontal line from the nearest neighbouring habitable window. However, it is considered that a three storey, flat wall with a flat roof, only 1 metre from the boundary would appear over dominant to users of the garden of No.45, especially around the patio area which is commonly the most used part of a residential garden. All 6 flats benefit from rear facing windows and with exception to the ground floor flats, they would have some overlooking to the rear gardens of No.45 Fairfield Road and No.50 Harefield Road. No.50 Harefield Road has a blank flank wall facing the rear garden of No.47 Fairfield the impact of additional overlooking would be slight due to the acute angles. In contrast No.45 Fairfield Road will appear overwhelmed by the size and scale of the development so close its property boundary, the perception of overlooking from the new development will be substantially greater than that which occurs from the existing family dwellinghouse. In effect the combined adverse impacts of the development on No.45 Fairfield Road are considered to have an unacceptable impact on the amenity of the occupiers of this property.

The proposed development, by virtue of its size, scale, bulk, height, proximity and by virtue of the number and location of rear windows overlooking the neighbouring property, would be detrimental to the amenities of the adjoining occupiers at 45 Fairfield Road by reason of overdominance, loss of privacy and visual intrusion. Therefore the proposal would be contrary to policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy DMHB 11 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

#### **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, 3-bed, 4-person flats should provide a minimum of 74 square metres of internal space. Flats 1 and 3 would benefit from 77 square metres, Flats 2 and 4 would benefit from 79 square metres and Flats 5 and 6 would benefit from 75 square metres and so all comply with The Housing Standards (Minor Alterations to the London Plan) March 2016.

Chapter 4.17 of HDAS - Residential Layouts states that adequate garden space should be provided for new flats. It states that 3-bed flats should benefit from 30 square metres of shared amenity space per flat. Flats 1 and 2 would each have a private garden area with a minimum of 30 square metres. The remaining flats would have access to a communal garden with an area of 137 square metres. Subsequently, the proposal would comply with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Adequate outlook for the occupiers of the property is required to ensure a suitable living condition for future occupiers. Outlook should be provided from all habitable rooms. All habitable rooms would benefit from adequate outlook and so it is considered that the proposal would comply with Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (2016).

In regards to step free access, this is to be discussed in the relevant section below.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies DMT 2 and DMT 5 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy DMT 6 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The proposal would clearly increase traffic generation from the site as compared to the existing single tenure dwelling. However peak period traffic movement generated by the proposal would not be expected to exceed 2-3 additional vehicle movements during the peak morning and evening hours. Hence 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.

The site exhibits a PTAL raising of 2 which is considered below average and therefore results in a higher dependency on the use of a private motor vehicle. The surrounding road network is covered by a controlled parking zone (CPZ) operating throughout the working day - Monday to Saturday.

The maximum Car Parking Standard requires 1.5 spaces per unit, and therefore a quantum of up to 9 car parking spaces should be provided on-site to comply with the adopted parking standard. A total of 3 spaces are proposed hence there is a deficit in provision. The applicant has undertaken parking stress surveys within the locality in order to catalogue the levels of parking demand within a circumference of 200m of the site. Industry recognised methodology has been applied and the findings indicate that during the recommended surveyed periods there appears to be at least 45% spare parking capacity which can be legitimately used on the surrounding roadways. Although the CPZ results in sufficient on-street parking for residents between 9am and 5pm Monday to Saturday, it is noted that on Sundays and evenings Fairfield Road is a popular place for town centre visitors to park free of charge.

Due to the size of the new residential units, they would be considered to be suitable for occupation by families and couples and so the quantum of on-site parking needs to accommodate more than one parking space per unit. In addition, visitor parking also needs to be provided for. Without sufficient on-site resident and visitor parking vehicles will be displaced on-street. This may lead to drivers parking in inappropriate locations presenting a risk to road safety. As driver cruise around looking for somewhere to park they are also placing further demand on a road network that is already saturated during peak hours. The risk this presents to road safety and hinders the free flow of traffic. This is particularly acute along Harefield Road where in places, on-street parking reduces carriageway to such an extent that only one-way working is possible.

In terms of cycle parking there would be a minimum requirement of 2 secure and accessible spaces for each of the units in order to conform to the adopted minimum borough cycle parking standard. The total equates to a minimum 12 spaces. A suitably located cycle store has been shown on plan with a quantum of 12 spaces which is therefore considered acceptable.

A widened carriageway crossing on Fairfield Road is proposed in order to access the 3 parking spaces on the frontage. This arrangement is considered acceptable in principle. The works would be undertaken under s184 of The Highways Act 1980 (or suitable alternative arrangement) and at the applicant's expense.

A bin storage area has been proposed on the frontage which will facilitate continued refuse collection via the public highway (Fairfield Road). The storage area is located in the region of the Council's maximum 'waste collection' distance of 10m from bin store to the waste collection point (i.e. refuse vehicle) on the public highway. There is also a requirement for waste carrying distances to the bin store from each residential unit to not exceed a distance of 25- 30m which appears achievable.

Subsequently, it is considered that the shortfall of available parking spaces for any future residents and visitors would fail to meet the Council's Car Parking Standards and would result in displaced on street parking which in turn would risk this presents to road safety and hinders the free flow of traffic. Subsequently, the proposal fails to comply with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies DMT 2, DMT 5 and DMT 6 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

#### **7.11 Urban design, access and security**

The relevant issues are addressed in the sections above.

#### **7.12 Disabled access**

In regards to access, the London Plan Policy 3.8(c) requires all new housing to be

designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015) edition. The Council's Access Officer has confirmed that step free access to dwellings above ground floor would not be possible for wheelchair users and other persons unable to use a staircase. Paragraph 3.48A of the London Plan (March 2016) recognises that the application of M4(2) which requires lift access may have particular implications for developments of four storeys or less where historically the London Plan may not have required a lift. The provision of a lift does not necessarily have a significant impact on viability and does not necessarily lead to a significant increase in service charges. However, in specific cases, the provision of a lift where necessary may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents. The applicant has failed to submit a clear, well evidenced and compelling case as to why lift access cannot be provided. Therefore, the application fails to comply with 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 Policies (November 2012) and Policy DMHB 14 of Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

There are no Tree Preservation Orders (TPOs) on the site, and the trees are not protected by a Conservation Area designation. Over 25% of the front garden would be retained as soft landscaping. Were the application recommended for approval a condition requesting landscaping details could have been added.

**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 could be the subject of a condition.

**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**

A condition can be added following any approval to ensure the flats are noise insulated. Air quality is not applicable to this application.

**7.19 Comments on Public Consultations**

The principle of the development, the impact of the development on the street scene and surrounding area, the impact on neighbouring properties and the impact on highways have been discussed in the report. The proposal has been determined using both National and Local Policy.

**7.20 Planning obligations**

Not applicable to this application

**7.21 Expediency of enforcement action**

Not applicable to 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 if £95 per square metres of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre as of 01/04/2019.

## **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 is seeking planning permission for the erection of three storey building to create 6 x 3-bed flats with associated car and cycle parking, amenity space and refuse storage, and installation of vehicular crossover to front, involving demolition of existing dwelling.

It has been considered that as the proposal would result in an overdevelopment of Fairfield Road, it would be unacceptable in principle. In addition it would appear out of keeping within the street scene and surrounding areas. Although it would not have a detrimental impact on the sunlight and outlook of neighbouring dwellings, it is considered it would result in an overbearing feeling to No.45 Fairfield Road and it would result in loss of privacy. It would provide suitable living standards for future occupiers, however, there would not be step free access for persons who are unable to use a staircase.

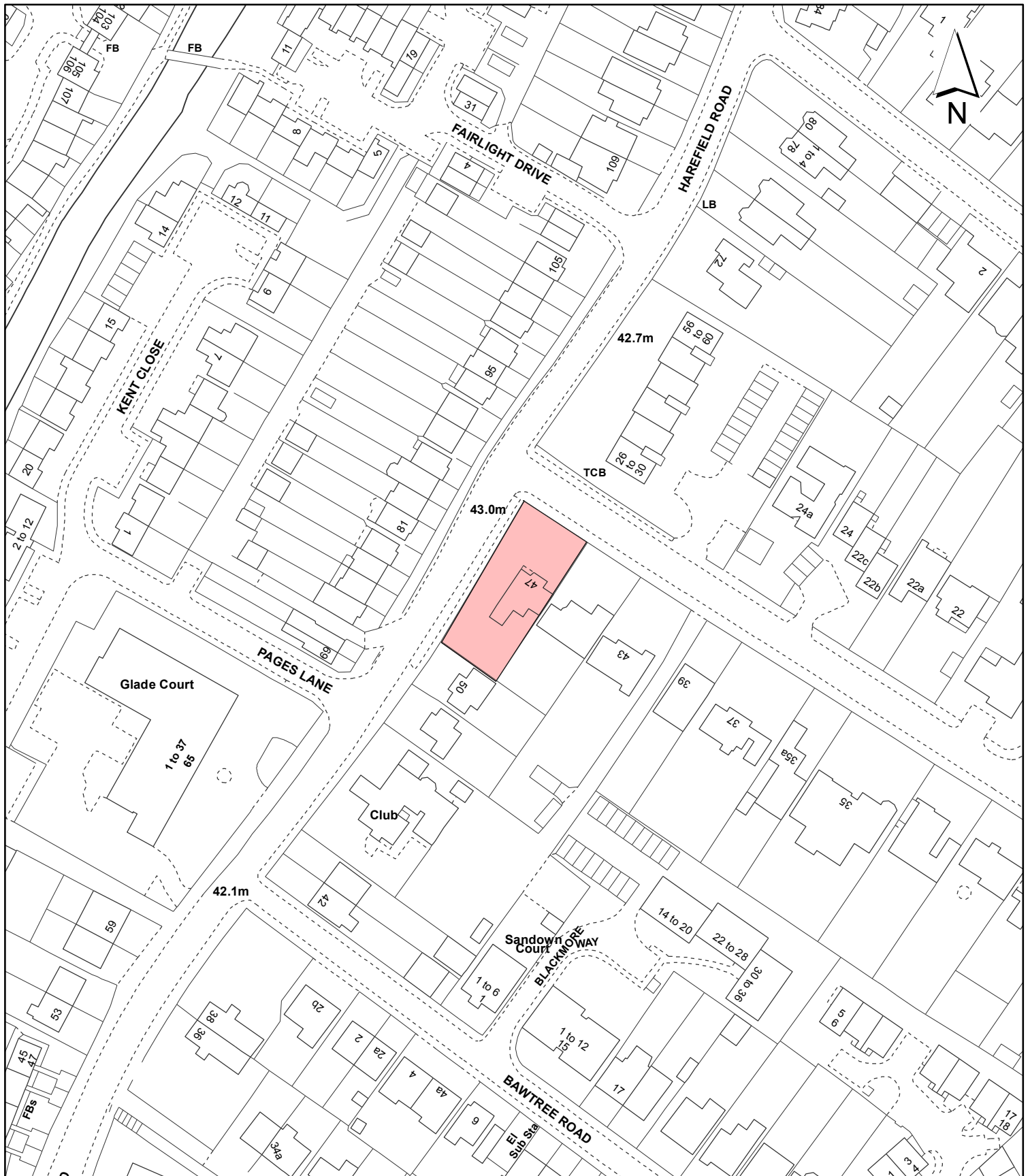
Subsequently, the application is recommended for refusal.

#### **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:** Charlotte Spencer

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**Notes:**

 Site boundary

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Site Address:

**47 Fairfield Road**

**LONDON BOROUGH OF HILLINGDON**  
**Residents Services Planning Section**  
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 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**21763/APP/2019/2571**

Scale:  
**1:1,250**

Planning Committee:  
**Central & South**

Date:  
**November 2019**

