

Report of the Head of Planning, Transportation and Regeneration

Address 72 HAREFIELD ROAD UXBRIDGE

Development: Demolition of existing dwelling and erection of building to provide 6 x 2-bed and 3 x 3-bed flats with associated parking and amenity space

LBH Ref Nos: 25767/APP/2021/491

Drawing Nos: 19_01_09 Rev. G
19_01_13
Location Plan (1:1250)
19_01_04 Rev. F
19_01_11 Rev. A
Site Survey
19_01_03 Rev. F
19_01_02 Rev. F
19_01_01 Rev. F
Design, Access and Sustainability Statement
Arboricultural Report
19_01_00
19_01_12 Rev. A

Date Plans Received: 08/02/2021 **Date(s) of Amendment(s):** 13/07/2021
Date Application Valid: 03/03/2021 08/02/2021

1. SUMMARY

The application seeks full planning permission for the demolition of existing dwelling and erection of building to provide 6 x 2-bed and 3 x 3-bed flats with associated parking and amenity space. The proposed development is considered to represent an overdevelopment of the site which would detract from the visual amenities of the street scene and would have an unacceptably dominating impact upon the residential amenities of adjacent occupiers. Accordingly the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposed development, by reason of its excessive size, scale, bulk, design including the very large crown roof and significant site excavation would 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 DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D3, D4 and D6 of the London Plan (2021).

2 NON2 **Non Standard reason for refusal**

The proposed development, by virtue of its size, scale, bulk, depth, height and proximity, would be detrimental to the amenities of the adjoining occupiers at 56-60 Harefield Road and 74 Harefield Road, by reason of overdominance, overshadowing, visual intrusion, loss

of light and loss of outlook. Therefore the proposal would be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) and Policies D3, D4 and D6 of the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021)

DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
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 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
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 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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

4 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

This site is occupied by a two-storey house within an established garden which is set back from Harefield Road on the east side, opposite Fairlight Drive. The land slopes up from the road towards the east, and the house is located in an elevated position. The side and rear boundaries are tree-lined. There are no TPO's or Conservation Area designations affecting the site.

3.2 Proposed Scheme

The application seeks full planning permission for the demolition of existing dwelling and erection of building to provide 6 x 2-bed and 3 x 3-bed flats with associated parking and amenity space.

3.3 Relevant Planning History

25767/PRC/2020/157 72 Harefield Road Uxbridge

Proposed new flats comprising 9 dwellings

Decision: 29-09-2020 NO

25767/PRC/2020/16 72 Harefield Road Uxbridge

Demolition of existing house and erection of a four storey building, with basement, to provide 7 x 2 bed and 2 x 3 bed self-contained flats

Decision: 19-03-2020 OBJ

Comment on Relevant Planning History

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.H1 (2012) Housing Growth
PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMH 1 Safeguarding Existing Housing
DMH 2 Housing Mix
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 17 Residential Density
DMHB 18 Private Outdoor Amenity Space
DMT 1 Managing Transport Impacts

DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
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

110 neighbouring properties were consulted by letter dated 14.3.21. 28 letters of objection and a petition signed by 83 signatories received raising the following concerns:

1. Overdevelopment
2. Out of keeping with the street scene
3. Exacerbates the already very congested local traffic
4. Loss of privacy resulting from balconies
5. Loss of light, sunlight and sunsets
6. Right to breathe clean and fresh air
7. Compromising the safety of existing residents
8. Right to enjoy a beautiful and quiet environment

Ward Councillor: The Ward Councillor has recorded support for the petition.

Internal Consultees

Access Officer:

Any grant of planning permission should include the following conditions:

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON To ensure that an appropriate standard of housing stock, in accordance with the 2021 London Plan policy D7 is achieved and maintained.

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with the 2021 London Plan policy D7 is achieved and maintained.

Highways Officer:

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Landscape Officer:

There is no objection to the assessment of the trees as recorded in TMA's report, most of which are of relatively low/poor quality and value. T27, the yew in the front garden will be removed to enable the development together with a low retaining wall. T28, the protected lime tree on third party land (front boundary) should be unaffected by the development due to the presence of a brick retaining / boundary wall between the properties. The space currently occupied by the yew tree will be retained / laid out as soft landscape. It was noted that T1 and T9 in the north-east corner of the site have recently experienced storm damage / limb removal and are now dead. These are off-site trees and negotiations are taking place with neighbours, prior to their removal. The current layout of the front garden includes the re-location of the two parking spaces and removal of a (superfluous) footpath on the northern boundary to the side of the building. The new arrangement creates more space for landscape enhancement of the front garden and boundary. To the back of the development the proposed car park surfacing will be a cellular system back-filled with gravel, a permeable surface designed to reduce the amount of surface water run-off down the hill - towards the back of the building and Harefield Road.

RECOMMENDATION: No objection subject to more detailed / site specific tree protection measures. Care will be required in the removal of T27 and the adjacent retaining wall as this may be supporting the boundary wall and, in turn, the protected lime, T28. Pre-commencement condition RES8 should be added, together with RES9 (parts 1, 2, 4, 5 and 6) and RES10.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

Policy DMH 2 of the Local Plan: Part Two - Development Management Policies (2020) advises the Council will require the provision of a mix of housing units of different sizes to

reflect the latest information on housing need.

Policy DMH 4 advises residential conversions and redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped;
- ii) on streets longer than 1km the proposed development should be taken as the midpoint of a 1km length of road for assessment purposes.

In consideration of Policy DMH 4 the supporting text advises the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However this type of development must seek to enhance local character of the area. Previously large concentrations of flats have resulted in a range of problems, including increased on-street parking, loss of front gardens, reduction in privacy, significant changes to the street scene and loss of family accommodation. It is noted that less than 10% of properties within Harefield Road have been converted/redeveloped.

7.02 Density of the proposed development

It should be noted that the density matrix found in the 2016 London Plan does not form part of the new London Plan (2021). Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites.

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2, which recommends a density range of 105-150 habitable rooms per hectare or 35-50 units per hectare for sites within a suburban setting and that have a Public Transport Accessibility Level of 0 to 1.

The application site is located within a suburban setting and has a Public Transport Accessibility Level (PTAL) of 1a (very poor). Based on a total site area of 0.105 hectares, the proposed scheme would have a density level of 90 units per hectare. The proposed density levels would be compatible with the surrounding area and falls within the recommended density range set out in Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Notwithstanding the above, it is considered that what is of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development sits comfortably within its environment rather than a consideration of the density of the proposal. It has already been established that the principle of development is acceptable. The following section of this report will discuss the impact on the character and appearance of the area.

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

The NPPF places great emphasis on the importance of good design, stating: 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the

planning and development process should achieve (paragraph 126).' It further states: 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design (paragraph 134).'

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions

Policy D4 of the London Plan (2021) states 'Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H1 of The London Plan (2021) promotes the optimisation of housing output within different types of location. Policy H10 of The London Plan encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposal includes the demolition of the existing detached two storey dwelling and the erection of a 4 storey building containing 6 x 2 bed and 3 x 3 bed flats. The submitted plans indicate that the building would be built into the rising site to include a lower ground floor. The building would have a ridge height similar to adjacent properties at numbers 74 and 76 Harefield Road. The design of the building picks up cues from the design of the adjacent properties with bay windows and fenestration. The proposal has a single vehicular access serving two frontage parking space with access under the building to a rear parking area

with 10 parking spaces at the rear.

The existing house has a relatively verdant character with a number of trees within and adjacent to the site which are of amenity value. The existing dwelling is not considered to be of sufficient value to resist its loss. It is however important to ensure that any replacement building is of a suitable scale and design which fits into the street scene. The proposed built form would extend across much of the width of the site for its full height. It is considered that given the overall size, scale, bulk and extensive site excavation, the proposed building would appear cramped and out of keeping with the established character of the area. The front gables are considered excessively wide, but more significantly the roof is incredibly bulky, due to the large crown which is disproportionately large and cumbersome, due to the excessive width and depth of the proposed rear element. The roof would be read in the context of No.74 which has a much reduced depth and width of rear projection and a very distinctive roof line which, due to its design enables a 4 storey building to appear sympathetic in the streetscene and thus totally avoids the need to have a roof design which is alien to the surrounding properties.

Consequently, it is considered that the proposed development, by reason of its excessive size, scale, bulk, design and significant site excavation would 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 DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D3, D4 and D6 of the London Plan (2021).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The submitted plans confirm that the proposed building would not contravene a 45 degree line of sight from neighbouring rear windows. Nevertheless, the increased bulk of the proposal extending so significantly beyond the rear of the neighbouring buildings at an increased height, would result in a detrimental sense of enclosure and over dominance.

The adjacent flats to the south are sited 2.2m off the boundary with the application site. The proposed building would project 6.5m to the rear of these flats at upper levels which would have an unacceptably dominating impact. Whilst it is noted that there are trees (protected by Tree Preservation Order) adjacent the shared boundary (on the neighbouring site), it is not considered that this overcomes the concern about the detrimental impact of the new building on the flats. As such, the application is contrary to Policy DMHB 11 of the Hillingdon Local Plan - Part Two (2020).

Number 74 Harefield Road would also be adversely affected. Number 74 has 4 windows in its flank elevation of the outrigger to the rear, two at ground floor level and two at first floor level. The submitted plans confirm that the windows serve a toilet/bathroom and secondary bedrooms only. However, due to the excessive scale, width and proximity of the proposed building, it is considered that the occupants of number 74 would suffer a loss of amenity due to the dominance of the proposed building from their outside space.

The proposed side facing windows of the flats serve non-habitable rooms or are secondary high level windows. If the proposal were acceptable, conditions would be recommended to

ensure that these side facing windows remain obscure glazed or high level to ensure no undue loss of privacy to neighbouring occupiers.

Concerns have been raised by residents of neighbouring properties that there would be a loss of privacy from the balconies serving the flats. It is noted that all balconies are proposed to have side facing screens to ensure no sideward loss of privacy. These screen walls would be the subject of conditions. Side facing views from the rear would be at an oblique angle and it is considered that any loss of privacy would be limited and not sufficiently so to justify a refusal of planning permission.

7.09 Living conditions for future occupiers

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

meet or exceed the most up to date internal space standards, as set out in Table 5.1.

The proposed accommodation schedule is as follows:

Flat 1 - 3 bed (5 person flat) - 153 square metres
Flat 2 - 3 bed (5 person flat) - 137 square metres
Flat 3 - 3 bed (5 person flat) - 134 square metres
Flat 4 - 2 bed (3 person flat) - 73 square metres
Flat 5 - 2 bed (3 person flat) - 70 square metres
Flat 6 - 2 bed (4 person flat) - 92 square metres
Flat 7 - 2 bed (3 person flat) - 68 square metres
Flat 8 - 2 bed (3 person flat) - 65 square metres
Flat 9 - 2 bed (4 person flat) - 95 square metres

All flats exceed the minimum standards set out in Table 5.1 in accordance with the requirements of Policy DHMB16 of the Hillingdon Local Plan and Policy D6 of the London Plan 2021. It is considered that all the proposed habitable rooms would provide an adequate outlook and source of natural light.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3.

Policy DMHB 18 requires all new residential development to provide good quality and usable private outdoor amenity space. For a 2 bed property a minimum of 25sqm should be provided and 30sqm for a 3 bed property. It also advises that balconies should have a depth of not less than 1.5m and a width of not less than 2m. It further advises that any ground floor and/or basement floor unit that is non street facing should have a defensible space of not less than 3m in depth in front of any window to a bedroom or habitable room. For developments in Areas of Special Local Character the provision of private open space will be required to enhance the streetscene and the character of the buildings on site. The design, material and height of any front boundary must be in keeping with the character of the area. The proposal includes the provision of balconies and private amenity space for each of the proposed flats along with communal amenity space of 152 square metres to

the rear of the building. The amended site layout plan is considered to provide an acceptable level of outdoor amenity space provision for the future occupants of the flats.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The site is located on Harefield Road (designated as 'Classified') north of Uxbridge town centre.

There is no existing vehicular access arrangement onto Harefield Road but a new carriageway crossing is proposed to serve a total of 12 on-plot parking spaces (2 on the frontage with 10 to the rear). The roadway is covered extensively by waiting restrictions which include double yellow lines within a controlled parking zone operational from 9am to 5pm - Monday to Saturday.

Due to the relatively isolated nature of this location from public transport facilities, the site exhibits a low public transport accessibility level (PTAL) rating of 1a and therefore raises dependency on the ownership and use of private motor transport.

Parking Provision

In order to comply with the maximum parking standard there is a requirement for 1-1.5 on-plot spaces per unit to be provided for units up to 2 bedrooms in scale with 2 spaces for

the 3 bedroom provisions. This would result in a total maximum requirement ranging between 14 to 16 spaces. As 12 spaces are proposed, the quantum falls marginally below the standard.

The Highways Officer has advised that it is noted that the surrounding residential catchment and road network exhibits certain characteristics which arguably support a lower quantum of on-plot parking provision. With this particular site, it is apparent that the vast majority of the surrounding road network acts as a natural deterrent to an alternative parking facility for 'would be residents' of the development. This deterrent is realised by virtue of the extensive local parking restrictions that surround the location which inherently assist in discouraging the likelihood of untoward parking displacement onto the public domain by a new development. Also, there are relatively generous off-street parking facilities for most of the surrounding residential properties in the area which assists in reducing general on-street parking demand.

Henceforth the provision of 12 communal spaces is considered appropriate given the above context. The allocation of parking space/s per flat would benefit from a parking allocation plan secured by way of condition.

Disabled Compliant Parking Provision

In accord with the parking standard - 10% of parking spaces should be disabled compliant equating to 1 space. This level is indicated on the frontage which is therefore considered acceptable.

Electric Vehicle Charging Points (EVCP's)

In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions which equates to 2 'active' and 10 'passive' spaces. 2 'active' spaces are indicated however there is no reference to 'passive' provision. The latter (10 'passive' spaces) should therefore be facilitated together with the aforementioned parking allocation plan with both being secured via planning condition in order to secure the appropriate level of EVCP and parking provision for each flat.

Cycling Provision

In terms of cycle parking there would be a requirement to provide 1 secure and accessible space for each 2-bedroom flat with 2 spaces for the 3-bedroom units to accord with the Council's adopted cycle parking standard. This would total a requirement of 14 new suitably located spaces. A cycle store is indicated to the rear of the site, but no quantum is specified, hence in the event of an approval, the required level of provision would need to be demonstrated by-way of planning condition.

Vehicular Trip Generation

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the Council to consider 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.

The proposal would raise the level of vehicular activity to and from the site as compared to the existing single dwelling unit. However the Highways officer has advised that peak period

traffic movement into and out of the site is expected to rise by up to 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.

Vehicular Access and Internal Arrangements

The Highways officer has advised that in highway impact terms there is no objection in principle to the new single access and internal road layout and dimension which conforms to best practice design standards and allows for passenger vehicles using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds and is therefore welcomed.

With regards to the new crossing, there should be conformity with the Council's 'Domestic Vehicle Footway Crossover' Policy. Finalised detail would be arranged post permission and it should be noted that the new crossing would need to be constructed to this Council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense.

As Harefield Road is a major thoroughfare, it is crucial that there is conformity to the relevant mutual inter-visibility sight-line requirements, as per DfT (Manual for Streets (MfS) circa 2007) best practice for new development road and parking layouts guidance, between vehicles leaving the site and extraneous vehicles/pedestrians on Harefield Road. To assist with maintaining satisfactory sight-lines at the new site entrance for both vehicles and pedestrians entering and leaving the site envelope, the Highways Officer recommended a reduced height of frontage wall be applied throughout or for at least 2.4 metres on either side of the entrance. The applicant has subsequently submitted amended drawings addressing this requirement.

Refuse Bin Store Provision

Refuse collection will continue via the roadway (Harefield Road). The bin storage positioning should allow for conformity with the accepted 'waste distance' collection standards which encourage waste collection distances to be within 10m from the point of collection on the public highway. The store is proposed to the side of the new build and is in relative proximity of the highway hence there appears to be adherence to the standard.

Construction Management Plan (CMP)

In the event of an approval, a Construction Management Plan (which could be secured by planning condition) would be a requirement, given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm.

In summary, the application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

These issues are covered in other sections of the report.

7.12 Disabled access

If Members were minded to approve the proposal, conditions would be recommended

requiring details to demonstrate that the proposal would comply with Category M4(2) of Approved Document M to the Building Regulations (2010) 2015. Subject to such conditions, the proposal would accord with Policy D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 14: Trees and Landscaping requires:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

This site is occupied by a substantial two-storey house within an established garden which is set back from Harefield Road on the east side, opposite Fairlight Drive. The house occupies an elevated position above the road with a front garden which slopes down to the footway. The side and rear boundaries are tree-lined. There are no TPO's or Conservation Area designations within the site although TPO 75 protects trees on the neighbouring property, including T28, a mature lime on the front boundary - whose canopy can just be seen on the cgi of the proposed front elevation.

The Landscape officer has advised that there is no objection to the assessment of the trees as recorded in TMA's report, most of which are of relatively low/poor quality and value. T27, the yew in the front garden will be removed to enable the development together with a low retaining wall. T28, the protected lime tree on third party land (front boundary) should be unaffected by the development due to the presence of a brick retaining/boundary wall between the properties. The space currently occupied by the yew tree will be retained / laid out as soft landscape. It was noted that T1 and T9 in the north-east corner of the site have recently experienced storm damage/limb removal and are now dead. These are off-site trees and negotiations are taking place with neighbours, prior to their removal. The current layout of the front garden includes the relocation of the two parking spaces and removal of a (superfluous) footpath on the northern boundary to the side of the building. The new arrangement creates more space for landscape enhancement of the front garden and boundary. To the back of the development the proposed car park surfacing will be a cellular system back-filled with gravel, a permeable surface designed to reduce the amount of surface water run-off down the hill, towards the back of the building and Harefield Road.

If the proposal were acceptable conditions would be recommended to secure more detailed/site specific tree protection measures and full landscaping details.

7.15 Sustainable waste management

The proposed site plan shows that waste facilities would be positioned adjacent to the southern boundary of the site to the side of the proposed building. Whilst there is no

objection to this location, if the proposal were acceptable, conditions would be recommended to ensure that full details (including the dimensions) of the refuse and recycling facilities were submitted to the Council for consideration.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Policy SI12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The application site is located in Flood Zone 1 where there is a low probability of risk of flooding from rivers or seas. As such, all forms of development including residential development (which is classified as a 'more vulnerable use') is acceptable in this location, in terms of fluvial flood risk.

In the event of an approval, a sustainable water management scheme would be secured by condition to ensure compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

Concerns have been raised by occupants of neighbouring properties that the proposal would result in a loss of air quality. However, the scale of the development is not considered to result in an undue loss of air quality.

7.19 Comments on Public Consultations

The issues raised during the consultation process are addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised

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

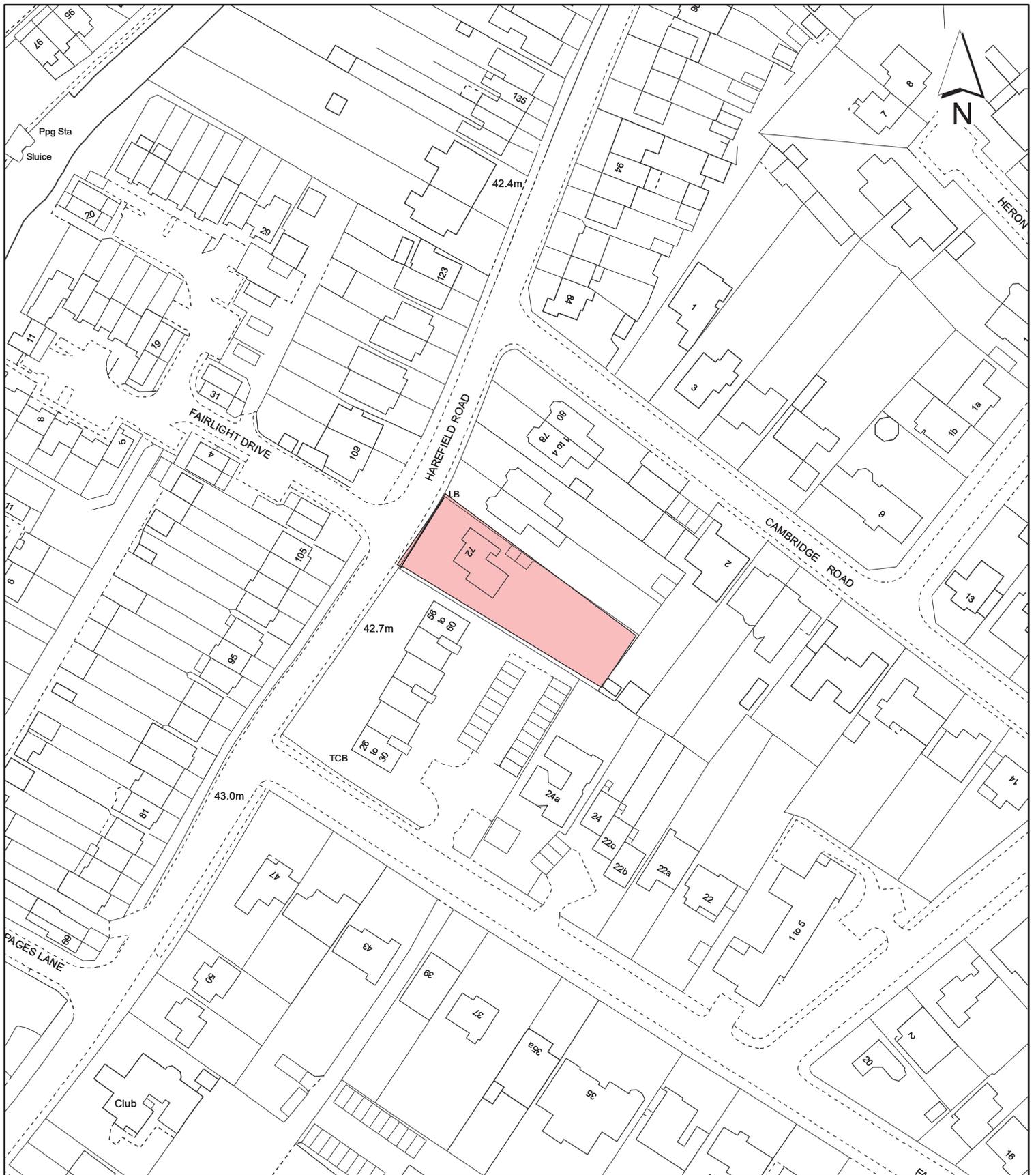
In conclusion, the proposed development is considered to represent an overdevelopment of the site which would detract from the visual amenities of the streetscene and would have an unacceptably dominating impact upon the residential amenities of adjacent occupiers. Accordingly the application is recommended for refusal.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

**72 Harefield Road
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
25767/APP/2021/491

Scale:
1:1,250

Planning Committee:
Minor

Date:
August 2021



HILLINGDON
 LONDON