

Report of the Head of Development Management and Building Control

Address: 2F BEACON CLOSE UXBRIDGE

Development: Alterations to the existing house including the conversion of garage to habitable use and raising of garage roof height and erection of an attached 3-bedroom dwelling on land adjacent.

LBH Ref Nos: 78099/APP/2023/1735

Drawing Nos: 23013/2
23013/1
Design and Access Statement
23013/4B
23013/3

Date Plans received: 15-06-2023 **Date(s) of Amendments(s):** 15-06-2023

Date Application valid 15-06-2023

1. SUMMARY

Planning permission is sought for the erection of a 3-bedroom dwelling. Permission is also sought for alterations to the existing house, including the conversion of the garage to habitable use and raising of the garage roof height.

During the process of the application, concerns were raised regarding the internal layout of the property and the visual impact of the proposed development on the character and appearance of the area. Subsequently, amended plans were submitted to show that the internal arrangements of the new dwelling would meet London Plan internal floorspace standards. Additionally the frontage of the building has been reduced in size and designed to match the neighbouring property.

Overall it is considered that subject to conditions, the proposed development would cause no harm to the character and appearance of the area or building, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new dwelling would be provided with an acceptable standard of internal and external living accommodation and an appropriate housing mix is proposed for the site.

The development would provide one additional family sized dwelling to the borough's housing supply, for which there is an identified need.

It is therefore recommended that the committee grant planning permission for the proposed development.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 Time Limit

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

REASON

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

2. RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on submitted plans numbers:

23013/1

23013/4B

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. NONSC Sustainable Drainage and Water Management

No development above ground level shall take place until a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

4. HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the first floor walls or roof slopes of the dwellings.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC Step Free Access

Prior to the construction of the hereby approved dwellings details of step free access via all points of entry and exit for each of the dwellings 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 housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

6. NONSC Accessibility Compliance M4(2)

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

7. RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

8. RES7 Materials (Submission)

No development above ground level shall take place until details of all materials and external surfaces (associated with the proposed development) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

9. RES9 Landscaping (car parking & refuse/cycle storage)

No development above ground level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage (for both dwellings, secure and enclosed)
- 2.b Cycle Storage (2 cycle storage spaces shall be provided for the approved dwelling and the storage shall be secure and enclosed, and re-sited adjacent to the bin store for user convenience)
- 2.c Means of enclosure/boundary treatments
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)
- 2.g Car parking layout (which includes the provision of 1x active electrical vehicle charging point for the proposed dwelling)

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

10. RES8 Tree Protection

Prior to the construction of the hereby approved dwelling, details shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

11. 0M10 Construction Management Plan

Prior to development commencing, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vi) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to the dwellinghouses hereby approved shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020).

13. RES10 Tree to be retained

The trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

14. 0M10 Energy Statement

No development above ground level shall take place until a sustainability and energy statement has been submitted to and approved in writing by the Local Planning Authority. The sustainability and

energy statement shall demonstrate how a 10% reduction in carbon dioxide emissions beyond Building Regulations requirement Part L 2013 (TER Baseline) has been achieved including full technology specifications and locations. Thereafter, the development shall be carried out in accordance with the approved details.

REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

15. NONSC **Air Quality Neutral Development**

The heating system installed for the new dwelling shall only be any of the following:

- A heat pump or other zero-emission heat source.
- One or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh.
- The development is connected to an existing heat network.

The development shall be carried out in accordance with the above heating systems and maintained for the lifetime of the development.

Reason: In the interests of improving air quality and ensuring an air quality neutral development in accordance with Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021) and London Plan Guidance: Air Quality Neutral (2023).

INFORMATIVES

1. I52 **Compulsory Informative (1)**

The decision to GRANT 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. I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4. I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the alteration of a vehicular crossover, which will be constructed by the Council at the applicant's expense. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

5. IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

I53 Compulsory Informative (2)

The decision to GRANT 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) and national guidance.

DMEI 12 Development of Land Affected by Contamination

DMEI 14	Air Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
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 H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the east side of Beacon Close. The site comprises a two storey semi detached property and its garden. The property has an L-shaped frontage at ground floor and is set back from the road. In terms of its external finish it is a mixture of brick and cladding.

Properties within the immediate area are predominantly two storey in height and are terraced or semi detached. In terms of design they are similar to the dwelling which exists at the development site. Most dwellings are set back from the road allowing for off road parking and front gardens.

The site has a Public Transport Accessibility Level (PTAL) rating of 1b (poor). It is also located upon potentially contaminated land and is within a Archaeological Protection Zone.

3.2 Proposed Scheme

Planning permission is sought for alterations to the existing house, including the conversion of the garage to habitable use and raising of the garage roof height. The proposed works also include the erection of an attached 3-bedroom dwelling.

3.3 Relevant Planning History

53630/99/0041 Forming Part Of 2f Beacon Close Uxbridge

Erection of a three-bedroom detached house with integral garage

Decision: 30-04-1999 Refused

53630/A/99/1888 Forming Part Of 2f Beacon Close Uxbridge

Erection of an attached three-bedroom house with integral garage

Decision: 28-04-2000 Refused

53630/APP/2000/2692 Forming Part Of 2f Beacon Close Uxbridge

ERECTION OF A DETACHED THREE-BEDROOM CHALET BUNGALOW

Decision: 26-03-2001 Refused **Appeal:** 23-08-2001 Dismissed

72568/APP/2017/406 Land Forming Part Of 13 Salt Hill Close Uxbridge

Two storey, 3-bed attached dwelling with associated parking, amenity and cycle space.

Decision: 19-07-2017 Approved

Comment on Relevant Planning History

The sites planning history is cited above.

It should be noted that planning permission was refused for additional residential development at the development site in 1999, 2000 and 2001.

The most recent application at the development site sought permission for the 'erection of a detached

three bed bungalow'. The application was refused and dismissed at appeal on the grounds that the bungalow would cause harm to the character and appearance of the area (53630/APP/2000/2692 and APP/R5510/A/01/1064273).

Since then planning permission has been granted for a 'Two storey, 3-bed attached dwelling with associated parking, amenity and cycle space' on an adjoining site to the rear of this application site (ref. 72568/APP/2017/406 at land forming part of 13 Salt Hill Close). The adjacent development has been constructed and is similar to the development proposed under this application. This has changed the context in which the current application should be considered.

4. Planning Policies and Standards

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)

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

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 6 Garden and Backland Development

DMEI 12 Development of Land Affected by Contamination

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PART 1 - MEMBERS, PUBLIC & PRESS

DMEI 14 Air Quality

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D1 (2021) London's form, character and capacity for growth

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 H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP SI13 (2021) Sustainable drainage

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF2 NPPF 2021 - Achieving sustainable development

- NPPF4 NPPF 2021 - Decision-Making
- NPPF5 NPPF 2021 - Delivering a sufficient supply of homes
- NPPF9 NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

12 neighbouring properties were directly notified of the proposal on 23/06/23.

7 letters of objection have been received in response to consultation on the application. These comments are summarised below.

- 1) The proposal would have an adverse impact on the local highways.
- 2) The proposal would cause harm to the character and appearance of the area.
- 3) The proposal would cause harm to neighbouring amenities (loss of light, loss of privacy and increased noise pollution).
- 4) The developer has removed trees and hedges from the site.
- 5) Noise and disturbance caused by increased activity during construction would harm local residents and their amenities.
- 6) Previous applications have been refused at the site, this application should also be refused.
- 7) The proposal would result in a loss of usable garden space.
- 8) The council want to widen Beacon Close. The development would prohibit this.

A petition with 54 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development.

- i) The proposal would have an adverse impact on the local highways network and would provide insufficient parking for new and existing residents.
- ii) The proposal would cause harm to the character and appearance of the area.

NORTH UXBRIDGE RESIDENTS' ASSOCIATION

The loss of the garage and reliance of one space on the run-in is regressive and will potentially increase the present kerbside parking in Beacon Close. New house proposal is unsympathetic to the style of development in Beacon Close and the use of a steep single parking space would represent a potential hazard so close to the road junction. The cutting back of the screen hedging and visual prominence of the new house will be to the detriment to the streetscene in North Uxbridge. In summary, this is an unneighbourly form of development and should be refused.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: Colne Valley.

Although within the Colne Valley Archaeological Priority Zone, this development is too small-scale to be likely to cause harm in this location.

No further assessment or conditions are therefore necessary.

PLANNING OFFICER COMMENTS

Issues raised by the North Uxbridge Residents Association, GLAAS, as well as those relating to points 1,2,3,6, 7, i and ii are considered in the main body of this report.

In relation to point 4, the trees and hedges within the site are not protected and thus can be removed without planning permission. The trees outside of the site are to be retained and a condition has been added to ensure that they are protected during construction.

In relation to point 5, construction works are temporary and therefore, so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner. A condition requiring a construction management plan to be agreed with the Council is also recommended, in order to minimise the impacts of construction on neighbouring residents and the environment as far as practicable.

In relation to point 8, no planning history or evidence exists which suggests that the council intends to widen Beacon Close. Furthermore no justification or evidence has been submitted demonstrating that the proposal would disrupt the widening of the road.

Internal Consultees

ACCESS OFFICER:

No objection is raised subject to the following Conditions attached to any approval:

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit 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 housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwelling(s) hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted

to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building. REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

HIGHWAYS OFFICER:

The site forms an 302sq.m plot located at the entrance to Beacon Close, the side of the plot flanks Harefield Road. The site currently consists of a two-storey semi-detached dwelling house (No 2f). The property has a 3m wide garage projecting approximately 2.3m. The local area is characterised by mainly similar two storey semi-detached and terraced dwellings. According to TfL's Webcat the site has a PTAL of 1b indicating that access to public transport is poor compared to London as a whole suggesting the future residents would be reliant on the private car for trip making.

The applicant has proposed 1no. car parking space without electric vehicle charging point and secured cycle storage for 2no. cycles. For a development of this type a published London Plan 2021 policy T6.1 would allow a maximum of 1.5no. car parking spaces, the 1no. proposed car parking space is in accordance with this policy.

Policy T5 (Cycling) of the London Plan requires that the development provides a minimum of 2no. cycle parking spaces, the 2no. proposed are therefore in accordance with this policy. However, the Highways Authority notes that the cycle parking would be located at the rear of the property. In this location it would not be attractive and convenient for a rider to retrieve their bicycle and make a cycle trip.

The Highways Authority would be able to support the proposal subject to a planning condition requiring the applicant to submit to the Council plans for approval showing relocation of bike store from the rear of the proposal to the front adjacent to bin store. From the plans submitted this would be possible. - The published London Plan Policy T6.1 Residential Parking requires all new development must have infrastructure for charging electric vehicles. The Highways Authority would also require a planning condition requiring the applicant to provide the car parking space with an electric vehicle charging point.

Subject to the above the Highways Authority has no objections to this proposal.

CONTAMINATION OFFICER:

No objection.

PLANNING OFFICER COMMENT:

Comments from the Access Officer, Highways Officer and Contaminated Land Officer have been taken into consideration in the assessment of this application. In order to make the development acceptable in planning terms the recommended conditions and informatives would be attached to the permission, should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site comprises a semi detached dwelling and land within its curtilage. The site is located within an established residential area.

The National Planning Policy Framework has a requirement to encourage the effective use of land.

London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small scale sites will make a significant contribution to housing supply.

Policy DMH 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) 'Garden and Backland Development' states that "there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity".

The proposal is not considered to constitute backland development as the proposed dwelling would be sited adjacent to the existing dwelling and would be fronting Beacon Close. Nevertheless the proposal would be sited upon existing garden land, as such DMH 6 is in part applicable to the development.

As set out below, the development would be acceptable in terms of its impact on local character and would have an appropriate area of amenity space for both the existing and proposed dwellings. The impact on existing ecology and trees is discussed in more detail below.

It should be noted that the site of the proposed house comprises hardstanding and lawn and is of limited amenity value. The hedge along the boundary of the site would be retained and this would be secured by condition, along with additional soft landscaping.

Overall therefore it is considered that an exception to the general presumption against development on garden land can be made.

HOUSING MIX

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

The supporting text to policy DMH 2 states at paragraph 4.6 that 'The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.'

1 x three bed dwelling is proposed. Family sized dwellings are needed within the Borough and the proposal would aid in meeting this need. The proposed housing mix is therefore considered acceptable and the provision of a family sized home is considered to weigh in favour of the proposed development. The scheme is therefore considered acceptable in terms of policy DMH 2 and London Plan policy H10.

7.02 Density of the proposed development

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. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report.

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

The development would not have an impact on any heritage assets.

Furthermore, The Greater London Archaeological Advisory Service (GLAAS) has confirmed that the development would have no adverse impact on the Colne Valley Archaeological Protection Zone.

7.04 Airport safeguarding

The development would have no impact on airport safeguarding.

7.05 Impact on the green belt

The development would have no impact on the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Paragraph 130 of the National Planning Policy Framework (NPPF) 2021 states 'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: '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, 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.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The property would have a projecting single storey element at the front, in common with other dwellings in the street, and is set back from the road. Properties within the immediate area are predominantly two storey in height and are terraced or semi detached. In terms of design they are similar to the existing house at 2F Beacon Close, to which the development would be attached. Most dwellings are set back from the road allowing for off road parking and front gardens.

The proposed dwelling would be 7.2m high, 10.9m deep and 6.7m wide. The property would be finished in brick, tiles and upvc openings and would be added to the end of the existing pair of semi detached properties creating a terrace of three properties.

The proposed dwelling would be of similar height and depth to the existing dwelling, as such it would not appear oversized or out of scale. The dwelling would be of similar design to the existing semi detached properties and would be finished in similar materials, it would therefore be visually in keeping with neighbouring properties. Terraced properties can be seen to the rear of the site and along Beacon Close, as such the resulting terrace of three would be in keeping with the area's character. The new dwelling would have off road parking, as well as a front and rear garden like other properties in the area.

It should also be noted that planning permission was granted for 'Two storey, 3-bed attached dwelling with associated parking, amenity and cycle space' to the rear of the site on land adjacent to 13 Salt Hill Close (application ref: 72568/APP/2017/406) as well as a second house on land adjacent to 12 Salt Hill Close (application ref: 15962/APP/2013/3425). These two recently approved and constructed houses occupy an analogous position to the application site in terms of their relationship to Harefield Road.

The proposed development also seeks to raise the roof of the existing property's garage by approximately 35cm and to replace the garage door with a window and brickwork. The minor increase in height would cause no harm to the appearance of the property. Other properties on Beacon Close have replaced their garage doors with windows. As such the resulting dwelling would be in keeping with the character of the area.

In the event of the application being approved a landscaping scheme would be secured via condition to ensure that appropriate landscaping is provided at the site.

A condition would also be added to ensure that trees and greenery on the boundary of the development site would be protected during construction.

Taking into consideration all of the above, the proposed development would have an acceptable impact on the visual amenities of the area.

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 proposed dwelling would be sited alongside No.2f Beacon Close. It would not dissect a line drawn at 45 degrees from any of the habitable windows of the neighbouring property and it would not extend beyond the front or rear walls of the property. This being the case it would not cause any loss of light or outlook to the occupiers of No.2f. The new dwelling would provide some views into the rear garden of No.2f, however such views are common (as explained below) in this dense residential area, and therefore the level of overlooking into the rear garden of No.2f would not be significantly detrimental to the amenities of its occupiers.

The new dwelling would be in excess of 30m from properties to the west and south of the site, due to the separation distance it would have no adverse impact on amenities of those neighbours in terms of loss of light, outlook or privacy.

To the east of the site are 14, 13 and 13a Beacon Close. The rear windows of the proposed dwelling would be 21-22m away from the rear windows of those properties. Due to the separation distance, the new dwelling would cause no harmful loss of privacy or overlooking to these properties. The distance would also be sufficient to avoid any harmful loss of outlook to those properties. At present, the rear windows of 2f and 2e Beacon Close look into the rear gardens of 14, 13 and 13a Beacon Close (as well as each others gardens). The occupiers of those properties therefore have garden spaces which are subjected to some level of overlooking. The new dwelling would provide a similar level of overlooking into those gardens at a similar distance, it would therefore cause no harmful level of overlooking to neighbouring garden spaces.

One additional 3 bed property with one additional parking space would not result in a significant increase in activity or people movements at the site.

Overall the proposed development would have an acceptable impact on the amenities of neighbouring properties.

7.09 Living conditions for future occupiers

INTERNAL AMENITY

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) 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.

The London Plan (2021) advises that two storey, 3 bed, 4 person dwellings should provide future residents with a minimum internal floor space of 84sqm. The plans supplied show that 101sqm of internal floor space would be provided, exceeding requirements in the London Plan. The internal floor to ceiling height would be 2.5m as required by the London Plan (2021). Each habitable room within the property would have access to natural light and outlook through the position of windows and doors. Overall, it is considered that the new dwelling would provide future residents with an acceptable standard of internal living accommodation.

The changes to the existing dwelling would cause no harm to the amenities of its occupiers.

EXTERNAL AMENITY

Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires all new residential developments to provide good quality and usable private outdoor amenity space. 60sqm of external amenity space is required for 2-3 bedroom properties.

Approximately 70sqm of external amenity space would be provided for each dwelling. Both properties would therefore be provided with adequate external amenity space.

A condition restricting permitted development rights for extensions and outbuilding is recommended to prevent the erosion of the outdoor space.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) 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 pedestrians 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 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: '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.

The Mayor of London adopted a new and revised London Plan in March 2021. Consequently, the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

PARKING

The London Plan (2021) advises that 3+ bed dwellings in Outer London with a PTAL rating of 0-1 should be provided with up to 1.5 parking spaces. 1 parking space is to be provided for the proposed dwelling. 1 parking space is to be retained for the existing 3-bed dwelling. This is within the maximum standard and is therefore considered acceptable, and no objection with the proposed level of parking has been raised by the Council's highways officer.

ELECTRIC CHARGING POINTS

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. A condition has been recommended to secure an electric vehicle charging point for the proposed dwelling, in the event of approval.

BICYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. A cycle store (providing space for 2 bikes) would be provided in the rear garden of the proposed dwelling ensuring that adequate cycle parking is provided for new residents. It is noted that the highways officer has recommended that this be moved to the front garden for ease of access. Full details of the cycle store and revised siting will be secured through condition in the event of an approval.

REFUSE/RECYCLING COLLECTION

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. Waste storage will be located within the garden of the proposed dwelling and would be taken kerbside for collection on refuse collection day. Full details of the waste storage facilities will be secured through condition in the event of an approval.

ACCESS

The proposal seeks to widen the existing vehicle crossover. The new extended crossover (which is to be shared) would have a flat section which is approximately 7.5m in width, this is under the 10m maximum permissible for a shared crossover. The access opening would be clear of objects and would therefore allow for adequate visibility when cars enter an exit the site. The proposed access is therefore considered acceptable.

CONCLUSION

Overall, subject to the aforementioned conditions, it is concluded that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Discussed in other sections of this report where relevant.

7.12 Disabled access

London Plan Policy D7 states:

To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
- 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

No objection has been raised by the Council's Access Officer and the conditions recommended have been recommended for inclusion in the decision should planning permission be granted.

7.13 Provision of affordable & special needs housing

The scale of development is below the threshold where affordable housing would be required.

7.14 Trees, landscaping and Ecology

TREES

Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) 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.

The proposed development would result in the loss of some lawn at the site. Nevertheless appropriately sized garden spaces would be retained for both dwellings and the hedging and trees to the south of the site would also be retained.

To ensure that an appropriate level of greenery is provided at the site, a landscaping condition is recommended for inclusion on the decision - if the application is approved. Additionally a condition is recommended to ensure that trees and hedging shown to be retained on the submitted plans are protected during construction and replaced if felled.

The proposal is therefore considered to be acceptable.

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

The site comprises hard landscaping, hedging and lawn. It does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low. The existing hedgerow is of both ecological and amenity value. A condition would ensure its retention during and after construction. The proposal is therefore considered to have an acceptable ecological impact.

In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.

7.15 Sustainable waste management

Discussed in other sections of this report.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

In the event of an approval, a condition would be secured requiring the submission of an Energy and Sustainability Statement to demonstrate that the proposed development would achieve at least a 10% improvement beyond Building Regulations 2014.

Also, a condition would be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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 fluvial flooding. 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 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

NOISE

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

The provision of 1 additional residential unit is not considered to lead to such a significant change in the local noise environment as to warrant a refusal of planning permission on this ground. The necessity to comply with Building Regulation standards would ensure that the development is appropriately noise insulated.

AIR QUALITY

Local Plan Policy DMEI 14 states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. B) Development proposals should, as a minimum: i) be at least "air quality neutral; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The development site is located within an Air Quality Management Area. Gardens and greenery would be retained at the site. The proposal would result in 1 additional family at the site who would have access to 1 car parking space, which is conditioned to provide an active vehicle charging point. The car parking movements associated with the development would be limited and thus the development is unlikely to have any significant adverse air quality impact. In combination with the retained and proposed planting (to be secured by condition), the provision of infrastructure for electric vehicles, and low to no emission heating, the proposal would contribute positively to meeting air quality objectives.

Given that the proposed parking does not exceed the London Plan maximum parking standards, the transport emissions for this minor development is considered air quality neutral. In terms of building emissions, a condition has been included requiring any new heating system to the new dwelling to be from a zero-emission heat source (e.g. heat pump); one or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh; or to be connected to an existing heat network. This would ensure an Air Quality Neutral minor development, in accordance with London Plan Guidance: Air Quality Neutral.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been 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.

The proposal involves the erection of 1 new dwelling and is therefore CIL liable.

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.

10. CONCLUSION

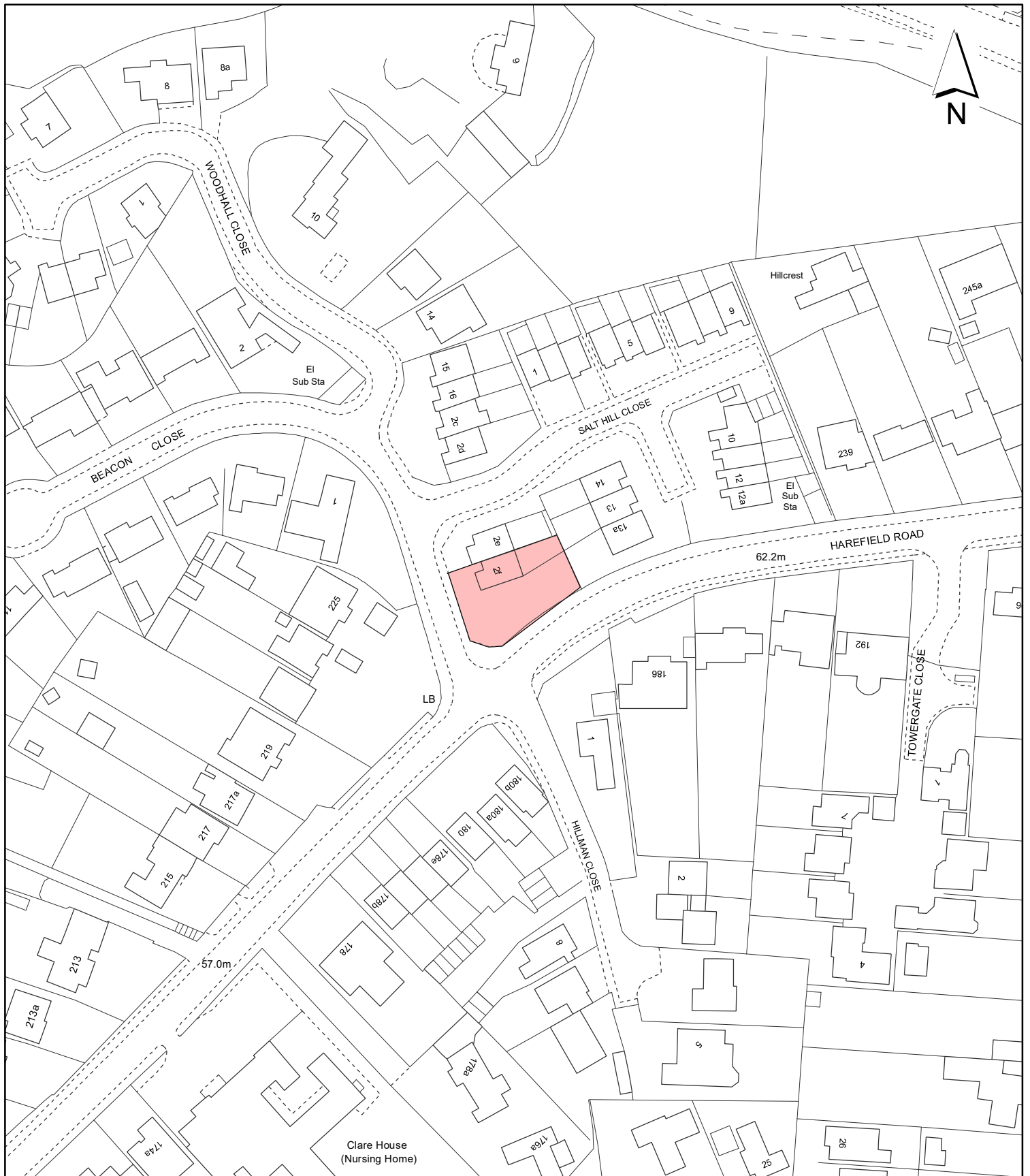
The proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Additionally, adequate living accommodation would be provided for future residents. The proposal would contribute 1 additional family sized dwelling to the borough's housing stock.

The proposal is considered to comply with the Development Plan and no material considerations indicate that the policies of the Development Plan should not prevail. It is therefore recommended that planning permission be granted subject to conditions.

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: Haydon Richardson **Telephone No:** 01895 250230



Notes:

 Site boundary

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Site Address:

**2F Beacon Close
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**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

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 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

78099/APP/2023/1735

Scale:

1:1,250

Planning Committee:

Minors

Date:

November 2023



HILLINGDON
 LONDON