

Report of the Head of Development Management and Building Control

Address: 39 PARKFIELD ROAD ICKENHAM

Development: Erection of a replacement dwelling.

LBH Ref Nos: 24825/APP/2023/81

Drawing Nos: 39PR/P100 Rev. B
39PR/P200 Rev. E
39PR/P300 Rev. B
39PR/P400 Rev. A
Arboricultural Survey to BS5837:2012 , Dated 2nd June 2023
Arboricultural Impact Assessment (reference wArbtech AIA 01)
Arboricultural Method Statement to BS5837:2012 dated 3rd July 2023
Tree Protection Plan (Reference 39PR/P200 Rev. B)

Date Plans received: 10-01-2023 **Date(s) of Amendments(s):**

Date Application valid 10-01-2023

1. SUMMARY

The application proposes the erection of a replacement dwelling. This application is being presented at the Borough Planning Committee because a valid petition has been received (refer to Section 6 for further details).

Following negotiations, revised drawings were submitted showing a reduction to the scale and massing of the proposed crown roof profile. Also, the physical siting of the proposed dwelling has been set-back to align with the front building line of the neighbouring property of No. 37 Parkfield Road. Based on these revised drawings, it is considered that the siting, size, scale, bulk, massing and design of the proposed replacement dwelling would not cause harm to the character and appearance of the area. In reaching this position, significant weight has been afforded to the replacement dwelling at No.29 Parkfield Road which is of a similar size to the current proposal, and was allowed at Appeal in 2021 by the Secretary of State (Appeal Decision reference APP/R5510/W/21/3278249). Also, the recently constructed replacement dwellings at Nos. 55, 54 and 54a Parkfield Road has also been taken into account as a material consideration.

The representations received from neighbouring residents have been duly noted. However, given the separation distances involved, Daylight and Sunlight Assessment and noting the siting and dimensions of the proposed replacement dwelling, it is considered that the development would not adversely impact on the residential amenities of neighbouring occupiers. In the event of an approval, a condition would be secured requiring the first floor side window and rear window serving a bathroom and en-suite to be obscure glazed and non-opening up to 1.8 metres of the finished floor level.

Upon Officer's request, an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan was submitted by the applicant. Subject to a condition requiring the construction works to be carried out with the mitigation measures detailed in the report, it is considered that the proposal would not cause harm to health of the trees at the site (which includes a protected Oak tree). The Council's Highways Department is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic, or lead to parking stress. It is therefore recommended that planning permission is granted, subject to the imposition of relevant planning conditions.

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 the submitted plans, numbers 39PR/P100 Rev. B (dated 24.11.23), 39PR/P200 Rev. E (dated 29.02.24), 39PR/P300 Rev. B (25.03.23) and 39PR/P400 Rev. A (dated 25.05.23) 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. RES7 **Materials (Submission)**

Prior to the commencement of any work above damp proof course level of the development hereby approved, details of all materials and external surfaces, including details of the roof lights, doors, windows, guttering and fascia, 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).

4. COM5 **General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Analysis of Site Layout for Daylight and Sunlight dated February 2024
Arboricultural Survey to BS5837:2012 , Dated 2nd June 2023
Arboricultural Impact Assessment (reference wArbtech AIA 01)
Arboricultural Method Statement to BS5837:2012 dated 3rd July 2023
Tree Protection Plan (Reference 39PR/P200 Rev. B)

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan Part 2 (2020)

5. OM19 Construction Management Plan

Prior to commencement of the development hereby approved, 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).

6. NONSC Sustainable Water Management Strategy

Prior to the commencement of the development hereby approved (excluding demolition, ground works and substructure works), 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 which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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).

7. NONSC Air Quality Neutral

Prior to any works on site above damp proof course level, details of the heating system installed for the new dwellings shall be submitted for approval. The heating system details shall only be comprised of any of the following

- A heat pump or other zero-emission heat source.
- One or more individual gas boilers with NO_x 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 proposed details 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).

8. NONSC Tree Protection Measures

The construction works for the development hereby permitted shall be carried out strictly in accordance with the protection measures detailed in the Arboricultural Impact Assessment (reference Arbtech AIA 01), Arboricultural Method Statement to BS5837:2012 dated 3rd July 2023 and Tree Protection Plan (Reference 39PR/P200 Rev. B).

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).

9. RES10 Tree to be retained

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.

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

Prior to the commencement of any works above damp proof course level of the development approved, a landscape scheme shall be 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) which include a net increase of high quality pollution absorbing trees
- 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 (including its location, dimensions, finish and design)
- 2.b Covered Cycle Storage (including its location, dimensions, finish and design)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including one active and three passive electric charging points)
- 2.e Permeable Hard Surfacing Materials

3. Details of Landscape Maintenance

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

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, DMT 5, DMEI 7 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and T5 of the London Plan (2021).

11. NONSC Step free access

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).

12. NONSC Category M4(2)

The dwelling hereby approved 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.

13. RES13 Obscure Glazing

The first floor windows serving the rooms labelled as 'bathroom' and 'en-suite' on drawing number 39PR/P100 Rev. B (dated 30.05.23) shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

14. RES12 No additional windows or doors

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 additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

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

15. 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 any dwellinghouse(s) 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)

INFORMATIVES

1. 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.

2. I47 **Damage to Verge - For Council Roads:**

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

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

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. 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).

4. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from 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.

5. 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.

6. 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.

153 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 3	RAF Northolt
DMEI 10	Water Management, Efficiency and Quality
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
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 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management
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
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
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 application site is located on the south-western side of Parkfield Road. It comprises a two and half storey detached property that is characterised by its hipped roof profile and cream render external finish. The property benefits from a garage which is attached to the host property by a front canopy. The property is set back from the highway by an area of hard standing which serves as on-site car parking provision. Access to the on-site car parking spaces is via the two existing crossovers emerging onto Parkfield Road.

The surrounding area is residential in nature and is defined by single and two storey detached and semi-detached houses of various architectural style. Over recent years, two and half storey replacement dwellings have been built on Parkfield Road, which now forms part of the emerging character of the street scene. No. 37 Parkfield Road is located to the south of the site, and comprises a detached bungalow that is sited broadly in alignment with the front building line of the existing property at the application site. No. 41 Parkfield Road is located to the north of the site, and also comprises a detached bungalow. However, this neighbouring bungalow is set-behind the front building line of the existing property at the application site.

The application site is not designated within a Conservation Area or an Area of Special Local Character. The site does not contain any Listed Buildings. The site is covered by Tree Preservation Order 514. The site lies in Flood Zone 1 and has a PTAL rating of 1a (very poor).

3.2 Proposed Scheme

The application proposes the erection of a replacement dwelling. It should be noted that revised drawings were submitted during the course of this application showing the following key changes:

- Siting the main front building line of proposed dwelling in alignment with No.37 Parkfield Road.
- Reducing the scale and massing of the crown roof profile.
- Submission of an Arboricultural Survey report, and subsequent Arboricultural Impact Assessment, Method Statement and Tree Protection Plan.
- * Submission of a Daylight Sunlight report

In accordance with Hillingdon Council Statement of Community Involvement, neighbouring residents were re-consulted on the revised drawings and were provided an additional 14-days to submit any additional comments they wished to make. Refer to Section 6 of this Committee Report for further details about the consultation.

3.3 Relevant Planning History

24825/78/0335	39 Parkfield Road Ickenham
	Single storey extension for lobby and new wall.
Decision: 12-05-1978	Approved

24825/TRE/2006/140 39 Parkfield Road Ickenham

TO CARRY OUT TREE SURGERY (TO REDUCE BY 4M TWO OVERLONG LIMBS FACING RECTORY WAY AND TO REDUCE BY 3M ONE OVERLONG LIMB, AND THIN BY 15% LOW GROWTH UP TO A HEIGHT OF 9M) TO ONE OAK (T4) ON TPO NO. 514

Decision: 14-02-2007 Approved

24825/TRE/2021/146 39 Parkfield Road Ickenham

To carry out tree surgery, including a reduction of the longest limbs by up to 4m on the south side of the crown, to One Oak, T4 on TPO 514

Decision: 12-08-2021 Approved

24825/TRE/2021/62 39 Parkfield Road Ickenham

To carry out tree surgery, including a reduction of the crown radius by approx. 6 metres, reshape including height reduction in proportion, thin central growth by removal of epicormic shoots, lift to height of lowest main limbs by removal of pendulous growth to one oak, T4 on TPO 514

Decision: 17-05-2021 Split Decision (P)

Comment on Relevant Planning History

The relevant planning history attached to this site is referenced above.

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) (2023) 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:-

Hillingdon Planning Committee - 13th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

Part 1 Policies:

Part 2 Policies:

- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMEI 10 Water Management, Efficiency and Quality
- DMAV 3 RAF Northolt
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- 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 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D5 (2021) Inclusive design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP G6 (2021) Biodiversity and access to nature
- LPP G7 (2021) Trees and woodlands
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage

Hillingdon Planning Committee - 13th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

- 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
- NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding
- 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

18 neighbouring properties were originally consulted by letters dated 13th January 2023.

Six objections were received (including from the lead petitioner), and their comments are summarised as follows:

- This is a characterful, sound and well kept family dwelling which is not in need of demolition.
- The current house is perfectly habitable and does not require demolishing. It is a house full of character and charm.
- Sitting between two bungalows, the proposed rebuild would dwarf both properties, not only affect their light, undoubtedly cause distress to the residents and also look out of place.
- This proposal is simply exploitation of the local amenity to the detriment of all the residents.
- The proposal is totally out of keeping with the surrounding properties, overbearing and excessively disproportionate.
- Its size and height will permit intrusive viewing into bedrooms, living rooms and gardens of adjacent bungalows and those across the street.
- Issues with loss of light for neighbouring residential occupiers.
- This particular proposal will rob all the bungalows opposite of any late afternoon sunshine making any future solar panel installations useless let alone casting a cold winter shadow into their rooms.
- The size and number of bedrooms would appear to indicate that this is intended to become a HMO in

which case parking would obviously be an issue.

- Concerns on whether adequate on-site car parking provision is being provided.
- The Planning Application states there are no trees and hedges on the site and no important habitats. This is incorrect as there is a large oak tree at the bottom of the garden which backs onto Rectory Way.
- There is an oak tree in the garden which will be subject to a TPO (as may be the case for several smaller trees - ash and plum) and must not be damaged.
- Bats are seen flying in the neighbourhood so a survey needs to be done to ascertain if they are nesting in the property.
- Parkfield Road is currently being plagued by unnecessary demolition of perfectly good properties to be replaced by high rise characterless buildings.
- Too many of the recent development on Parkfield Road are impacting on the individual character of the original houses.
- There is ample room for the current property to be extended if this is required.
- The construction is not a residential construction, but a commercial one.
- A three storey building which includes a guest suite, 4 double bedrooms including en-suite plus 3 habitable rooms in the loft with Velux windows built amongst bungalows is any of the following:- a boarding house, guest house, hotel or flats.
- In the event of planning permission being granted, the builders must adhere to the working hours as stated on the council website.
- Any damage to the adjoining fences or properties must be made good.
- Could the development dates be confirmed? They are stated to be April 2022 to August 2022.

PLANNING OFFICER COMMENT:

It should be clarified that this planning application is for a family sized dwelling. The proposal is not for a House in Multiple Occupation (HMO), boarding house, guest house, hotel or flats, nor does it constitute as a 'commercial construction'. Planning permission is not required to demolish the existing property at the site because the application site is not located within a Conservation Area.

It is noted that the proposed replacement dwelling would be sited between two bungalows. However, the scale of the proposed dwelling at two and half storeys (with accommodation within the roof space) would be in-keeping with the scale of the more recent replacement dwellings that have been constructed on Parkfield Road. Please refer to Sections 7.07 of the Committee Report for the assessment of the proposal's impact on the character and appearance of the area.

Due consideration has been given to the concerns raised about the impact the proposal would have on the residential amenities of neighbouring occupiers. However, for the reasons discussed in Section 7.08 of the Committee Report, it is considered that the proposal would not adversely impact on the living conditions of neighbouring occupiers, in respect light, outlook or sense of enclosure. In the event of an approval, a condition would be secured requiring the first floor side window (serving a bathroom) and the rear en-suite window to be obscure glazed and non-opening up to 1.8 metres of the finished floor level.

The Council's Highways Officer was consulted on this application and has raised no objection to the proposal, in respect to parking or highway safety (see previous section of this report for Highways Officer comments). The proposal would provide up to four car parking spaces, which exceeds the Council's maximum standard of two car parking spaces for new houses. Refer to Section 7.10 of the Committee Report for the assessment on access, parking and highway safety. In the event of an approval, a Construction Management Plan would be secured by condition, which would require details of construction hours to be submitted to the Council for consideration.

It is acknowledged that the application site contains a protected Oak tree. Upon Officer's request, an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan was submitted by the

applicant. The report has been reviewed by the Council's Trees Officer who has raised no objection, subject to the construction works being carried out in accordance with the submitted details. No evidence has been provided to substantiate the claim that the site forms part of bats' commuting routes. Furthermore, Circular 06/05: Biodiversity and Geological Conservation- Statutory Obligations and their Impact within the Planning System' makes clear that, "... developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development." Refer to Section 7.14 of the Committee Report for further details in respect to ecology impacts.

If planning permission was to be granted, a condition would be secured requiring the works for the approved development to commence within three years of the date of the decision notice. The concerns raised about the potential damage to third party buildings or fences is not a planning consideration.

Two representations were received which raised no objection, in principle, to the proposal, but raised the following concerns:

- The rear elevation shows two skylights in the loft space. There is no objection to the roof lights, but this was similar to the application at No. 43 Parkfield Road which was granted and almost immediately turned into a large dormer window.
- Perhaps a 25 year moratorium on altering/improving light access to the loft area over and above the skylights to the rear elevation would be appropriate saving my property being potentially overlooked.
- The plans show roof lights facing the front and rear of the proposed development. There would be an objection to this arrangement, if this is in anticipation of further development to the roof space, due to concerns of overlooking.
- The site contains a large Oak tree which is covered by TPO 514. This Oak is on the rear boundary line of the property and with the size far reaching root system, any disturbance could endanger it's stability.
- Concerns that the foundations would interfere with the established root system of the tree certainly under the canopy of the Oak.

PLANNING OFFICER COMMENT: The submitted drawings show that the rear elevation of the proposed replacement dwelling would contain roof lights and not dormers. In the event of an approval, a condition would be secured removing permitted development rights which means that planning permission will be required should the applicant wish to erect any roof extensions or dormers in the future.

The submitted plans show habitable rooms within the attic space. However, there would be a separation distance in excess of 21 metres between the proposed front and rear roof lights and the neighbouring properties at Nos. 33 and 38 Parkfield Road and Nos. 42 to 46 Rectory Way. This would be in accordance with the guidelines stipulated in paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). It is therefore considered that the proposal would not give rise to a loss of privacy or overlooking issues for these respective neighbouring properties.

As previously stated, Arboricultural reports have been submitted by the applicant, and the assessment on the protected tree at the site is covered in Section 7.14 of this Committee Report.

Four representations in support of the application were received, and their comments are summarised as follows:

- Nice modern design, it goes very well with the other new and replacement houses which are being built on Parkfield Road
- A number of developments have already taken place on the road, which have improved the stature and quality of housing
- The development provides a modern and positive contribution to the road. The changes to add rear dormers is in line with other properties along the road.

Hillingdon Planning Committee - 13th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

- It is in-keeping with other recent new building developments on the road.

PLANNING OFFICER COMMENT: For clarity, the proposed replacement dwelling does not include any rear dormers in its roof face, instead roof lights are being proposed.

Following the receipt of revised drawings, neighbouring properties were re-consulted on 6th June and 5th July. The consultation period expired on 27th July 2023. Six additional representations were received, and their comments are summarised as follows:

- Why is there a need to demolish and build a new dwelling?
- The road currently comprises predominately of bungalows; however, there is now a precedent of demolishing these bungalows and replacing them with larger 2/3 storey dwellings.
- The new plans show the garage is being replaced by a 2 story building which will have a detrimental affect on the light entering my property.
- Loss of outlook and light for neighbouring occupiers
- Has a bat survey been carried out? Bats have been seen flying in the vicinity of the dwelling.
- It is noted that the proposal is now for 6 bedrooms with the loft area now designated 5th bedroom with 4 on 1st floor and the en suite guest suite on ground floor.
- The "new" 5th bedroom on second floor still has 2 skylight type windows on the plan, but no windows on the rear elevation. If that is a clever ploy to say "oops" we meant to put dormer windows in - then I object in full on basis of being overlooked.
- The proposed amended drawing dated 23.05.2023 the top left view shows no roof lights to the rear, the block plan in the bottom right still shows 2 roof lights facing rear.
- Concerns about trees being removed
- I trust that the tree survey report including the Oak, confirms my concerns regarding the root structure and the need not to allow any building in this area.
- This building proposal is now a six bedroomed house not 5 as stated.
- Pleased to seek a detailed Arboricultural Method Statement and that tree protection for the oak will be in place and monitored throughout the works

PLANNING OFFICER COMMENT: Refer to the previous responses noted above in respect to the points raised about the demolition of the existing building, impact on neighbouring residential amenities, impact on the protected Oak tree and ecology. It is noted that the proposed replacement dwelling would contain six-bedroom plus occupancy. For the avoidance of doubt, the latest drawing (no. 39PR/P200 Rev. D, received on 09.10.23) show roof lights on the rear elevation of the property.

Following the receipt of a Daylight and Sunlight Assessment, neighbouring properties were re-consulted on 6th February 2024. The consultation period expired on 21st February 2024. Three additional representations were received, and their comments are summarised as follows:

- 41 Parkfield Window 1 in Figure 3 is a bedroom not a bathroom as stated in the report, therefore needs to be considered with regards to light (reference to Daylight and Sunlight Assessment)
- Concerns regarding accuracy of Daylight and Sunlight Assessment as two windows were not assessed for No.41
- The B.R.E. states that derived results are guidelines and not mandatory
- W2 does open into the hallway, but the loss of light into the main entrance of the property will make the long and thin passage very dark and gloomy and should be considered due to the loss of amenity.
- Concerns regarding recently built property at No.29 Parkfield Road and similarities
- Over dominant
- Out of character
- Overlooking
- Overshadowing

Hillingdon Planning Committee - 13th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

PLANNING OFFICER COMMENT: Refer to the previous responses noted above and main report in respect to the points raised. In regards to the Daylight and Sunlight Assessment, it is noted that the assessment was revised to include the obscured glazed side window in the calculations. W3 serves the hall area therefore there is no expectation of daylight, and there is no need to analyse as stated in the BRE guidelines.

ICKENHAM RESIDENTS ASSOCIATION: No comments received.

PETITION:

A petition against the application with 21 signatories was received by the Council. The desired outcome stated on the petition is as follows: "Planning application 24825-APP-2023-81, 39 Parkfield Road, Demolition of original building- Erection of 3 storey 5 bedroom house. Rejection or Conditions."

DEFENCE INFRASTRUCTURE ORGANISATION - MOD SAFEGUARDING- RAF NORTHOLT:

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System. The application is a proposal for the construction of a three-storey five bedroom dwelling (with maximum height not exceeding 8.3m) to replace the existing two-storey three bedroom dwelling.

The application site occupies the statutory safeguarding zones surrounding RAF Northolt - in particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome - and it is approximately 2.62km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's documents titled "Application Form" and "Plans and Elevations" dated January 2023 and May 2023 respectively. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

PLANNING OFFICER RESPONSE: It should be clarified that since the consultation response from the MOD revised drawings have been submitted showing a six-bedroom plus replacement dwelling, rather than the five-bedrooms originally proposed. However, given that the revised drawings did not result in an increase to the size or height of the proposed dwelling, it was not deemed necessary to re-consult the MOD.

Internal Consultees

COUNCIL'S ACCESS OFFICER:

This proposal for a new 5-bedroom residential dwelling has been reviewed with reference to London Plan

Hillingdon Planning Committee - 13th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

policy D7 with no accessibility concerns 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 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.

COUNCIL'S HIGHWAYS OFFICER:

Site Characteristics & Background:

The site is located within a residential catchment in Ickenham. The surrounding properties exhibit extensive frontages with generous on-plot parking facilities and the area is covered by parking controls operating for one hour of the day. The address is positioned some distance from convenient access to a local network of bus routes and local shops which is reflected by a public transport accessibility level (PTAL) rating of 3 which is considered as 'moderate' and as such heightens dependency on private car ownership and usage.

The site is occupied by a substantive detached property with a double garage and generous frontage area which is to be demolished and replaced with a 4/5-bedroom detached single tenure dwelling. The established dual carriageway crossings that serve the site envelope are to remain unaltered.

Parking Provision:

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The maximum requirement for a 3 bedroom 'plus' dwelling is for up to 2 spaces to be provided on-site in order to comply with the adopted parking standard whilst the regional standard demands a lesser requirement of 1 space.

The submission indicates an on-plot parking space provision of a single garage and several additional spaces on the frontage area. This meets and exceeds both of the parking standards which, in this specific case, is considered acceptable as it reduces the potential for untoward on-street parking displacement onto the local roadways resulting from the higher dependency on the private motor car due to the moderate PTAL rating.

Hillingdon Planning Committee - 13th March 2024

PART 1 - MEMBERS, PUBLIC & PRESS

In terms of cycle parking there should be a provision of 2 secure and accessible spaces for this scale of rebuild in order to conform to the adopted borough cycle parking standard. This provision is likely to be located within the new garage which would be an acceptable arrangement however this has not been confirmed by the applicant - hence a suitable condition should be applied.

Electric Vehicle Charging Points (EVCP's):

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, 1 'active' and 1 'passive' space should be provided but again this has not been confirmed by the applicant thereby prompting a relevant condition to be applied.

Vehicular Access Provision:

The existing carriageway crossings are to remain and are considered fit for purpose. There are no further observations.

Operational Refuse Requirements:

Refuse collection will continue via 'Parkfield Road' as is the case at present. In order to conform to accepted 'waste collection distances' from the public highway, the storage area should be positioned within 10m of a refuse vehicle. The applicant has not provided detail on this aspect hence a suitable condition should be applied.

Construction Logistics Plan (CLP):

A full and detailed CLP is a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. A further planning condition is therefore required.

Conclusion:

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 (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMH 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) adds 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 current information on housing need indicates a substantial borough-wide requirement for larger affordable

and private market units, particularly 3 bedroom properties, as identified in the Strategic Housing Market Assessment 2016.

The principle of residential use has already been established by the existing dwelling at the site. Whilst an existing family sized dwelling (defined in the London Plan (2021) as a three-bedroom or more unit) would be demolished, it would be replaced by a two and half storey, five-bedroom plus dwelling. The proposal would therefore not result in a net loss of family sized housing, in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Notwithstanding the above, there are other planning considerations that need to be considered which are discussed in the following sections of this Committee Report, including the proposal's impact to the character and appearance of the area (including trees), neighbouring residential amenity, parking and highway safety.

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. 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.

The proposal is for a single replacement dwelling. Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality, and would respect residential amenity considerations. Refer to the other sections of this report which assess these planning considerations in further detail.

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

Not applicable.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will ensure that uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The application site is within 3km of the RAF Northolt Zone. However, as the site is within an established residential area within this zone, it is considered that visibility and audibility of aircraft operations associated with RAF Northolt would not be of significant harm to the living conditions of future occupiers. It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the residential amenity of the future occupiers, in respect to aircraft noise associated with RAF Northolt.

It should be noted that the Ministry of Defence Safeguarding Department - RAF Northolt was consulted, and no objection was raised by this Government Body.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

Paragraph 131 of the NPPF (2023) seeks the creation of high quality, beautiful and sustainable

buildings. Parts b) and c) of paragraph 135 of the NPPF (2023) states that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment.

Policies 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.

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

Parkfield Road is characterised by single storey and two storey dwellings. Over recent years, bungalows on Parkfield Road have been demolished and replaced by two storey dwellings. These replacement dwellings forms part of the character of the area and should be taking into account as material consideration.

It is worth noting that planning application 14459/APP/2021/1343 was for the demolition of a bungalow in replacement of a two and half storey replacement dwelling at number 29 Parkfield Road. Although this application was refused by the Council on the grounds of harm to the character and appearance of the area, this decision was overturned by the Secretary of State by allowed Appeal Decision APP/R5510/W/21/3278249 on 12th November 2021. The Inspector for this allowed Appeal states the following in respect to the effect of the proposed development at No.29 Parkfield Road on the character and appearance of the area.

"4. The appeal property lies approximately mid-way along a long, and largely straight, residential cul-de-sac. There is general agreement between the main parties that Parkfield Road has no distinct or consistent architectural style or facing materials, whilst the scale of buildings is equally varied. Both parties refer to other planning application and appeal decisions for development along Parkfield Road which support this consensus.

5. Thus, although predominantly bungalow-style housing prevails closer to the entrance into Parkfield Road, the scale of housing subtly changes along its length. Thus, bungalows, some oriented with their gable-ends facing the road with first floor windows within the peak and other modest bungalows with hipped roofs, to two storey houses with upper-floor windows set wholly or partly within the roofline to the occasional, larger two storey house.

6. The appeal property and its immediately neighbours are a case in point in this respect. Nos. 27 and 29 are both modest hipped-roof bungalows, set close to one or, as in the case of No. 29 both, side plot boundaries. To one side of No. 27 lie a pair of chalet-bungalows with their two storey gable ends facing towards the road and their higher ridge lines extended rearwards, giving a sense of built depth to their plots. On the other side are three, larger and more dwellings.

7. Of a recognisably larger scale and massing, the latter present one-and-a-half storey (half-) hipped elevations towards the road, flanked by large expanses of pitched hipped roofs, within which a dormer window to each is positioned. However, despite the notable variations there are also some consistent characteristics displayed along the road's length. There is therefore a consistent building line along both sides of the road. Whilst not generous, this nevertheless ensures that there is a pleasant sense of spaciousness and openness about Parkfield Road.

8. The proposed replacement dwelling would be an altogether larger proposition than the existing bungalow and the neighbouring example at No. 27. Moreover, unlike the neighbouring properties to the north, the appeal proposal's full two-storey elevations would mark it out as of a different scale to Nos. 31, 31A and 33.

9. However, it would otherwise reflect other consistent characteristics found along Parkfield Road. It would respect and maintain the building line established by properties along the western side of the road and also maintain the gaps between frontages on either side of the road. The dwelling, despite its substantial overall height, would feature sloping roofs to both side-facing roof planes giving it a hipped-roof appearance, whilst the projecting two-storey bays would also incorporate hipped roofs over.

10. Whilst the transition from the vertical emphasis of the proposed two storey facade to the extensive sloping roof of No. 31 would be somewhat abrupt, it would not be harmfully so in the context of the projecting bays at the front of those neighbouring properties where such juxtaposition is not uncommon. Nor would the transition in scale from No. 27 to No. 29 be unduly harsh, despite their very different scale due to the flat-roofed single storey element at the side of the proposed dwelling. In the context of the street, such single storey flat roofed buildings, or parts of buildings, are not uncommon and this element of the proposed scheme would not appear any more or less so than others.

11. As a corollary of the proposal's greater scale, the Council are also concerned about the dwelling's greater depth; greater in comparison with the existing property and greater in comparison with those around it. It may well be the case that the proposed dwelling would have a deeper footprint in both cases, although such a claim is not entirely clear from the submitted site and block plans. In any event, even if that were the case, I am not persuaded that it would be harmful to the character or appearance of the area.

12. As described above, amongst the mix of buildings, there are those with clear and apparent depth, such as the chalet-bungalows whose gable elevations face the road and ridges run away perpendicular to the road. Approaching from the south, the view towards the appeal property is reasonably open above No. 27 from where the depth of the appeal proposal would be noticeable, but it would not be disruptive to the pattern of development along Parkfield Road. Nor would it be particularly evident when viewed from the north where the greater scale and bulk of Nos. 31 - 33 would screen its depth.

13. The proposed dwelling is not a beautiful or innovative dwelling, but nor does it purport to be. The front elevation would be well articulated and provide interest to the streetscene whilst incorporating features and details found variously along the road. It would not, as the Council assert, appear squat or bland, whilst final details of construction and fenestration materials could be satisfactorily dealt with by way of an appropriately worded planning condition.

14. Local Plan: Part 2 (LP2) policies DMHB11 and DMHB12 set out the Council's approach to securing high quality design. As I have set out above, the proposal would take account of the scale, architectural style and character of the surrounding area. As a consequence, I am satisfied that the proposal would not harm the character or appearance of the area and there would be no conflict with LP2 policies DMHB11 or DMHB12. Nor would there be with the design aims of policies D3, 4 or 6 of the London Plan or the Framework.

15. In noting the various appeal decisions and other schemes referred to by both main parties, I am conscious of the particular contexts within which those properties and sites lie. I accept that the properties at Nos. 2 and 58 lie more towards the opposite ends of Parkfield Road and are therefore not seen in quite the same mid-street context as the appeal site. Nevertheless, this does not diminish their respective assessments of the generally varied nature of Parkfield Road. I am satisfied though that, for the reasons I have set out above, the proposed dwelling would not be in conflict with the aims and provisions of LP2 policies DMHB11 or DMHB12. Nor would there be with the design aims of policies D3, 4 or 6 of the London Plan or the Framework."

Turning back to the current application, the proposed replacement dwelling at No.39 Parkfield Road would measure 15 metres wide, 16 metres deep and 8.6 metres high. Its dimensions would not be dissimilar to the scheme at No.29 Parkfield Road, which was allowed at Appeal and recently constructed. Additionally, it was observed during the Officer site visit that large replacement dwellings have been constructed at Nos. 54, 54a and 55 Parkfield Road. Given this context, and attaching weight to the above Appeal Decision, it is considered that the size of the proposed replacement dwelling at No.39 would not be out of character to the surrounding area. It is acknowledged that the proposed replacement dwelling would be two and half storeys and would be sited in between two bungalows at Nos. 37 and 41 Parkfield Road. However, it is worth highlighting that the existing dwelling at the application site is two storeys and approximately 8m in height. The scale of the proposed development would therefore not be substantially different to the existing dwelling at the site, albeit the proposed replacement dwelling would be larger in size. Furthermore, the proposed replacement dwelling would be set-in from the side boundaries shared with Nos. 37 and 31 by 1 and 1.5 metres, respectively. It is therefore considered that the scale of the proposed dwelling would be appropriate to its plot size and its surrounding context, noting the two storey dwellings at Nos. 33 and 43 Parkfield Road.

Following negotiations, revised drawings were submitted showing the proposed replacement dwelling sited in alignment with the front building line of No.37 Parkfield Road. As such, it is considered that the revised proposal would respect the pattern of development of the local area. The two storey rear building line of the proposed dwelling would be partly set-back from the ground floor rear building line. This helps to ensure that the overall bulk and massing of the proposed replacement dwelling is proportionately sized in relation to its site context. Furthermore, the ridge height of proposed dwelling would be the same height as the neighbouring two storey dwelling at No.43 Parkfield Road. Thus, ensuring that the varied but established roof lines on Parkfield Road remains intact.

Whilst crown roof profiles are generally resisted from a design perspective, the flat centre section of the proposed crown roof profile has been reduced during the course of this application. This, in turn, has helped to reduce its prominence when viewed from the street scene and from the rear gardens of neighbouring properties. Also, there are existing properties on Parkfield Road that contain crown roof profiles (notably Nos. 29, 55, 54 and 54a). It is therefore considered, on balance, that the proposed crown roof profile would not be harmful to the character of the street scene.

In terms of architectural style, the proposed replacement dwelling would include a two-storey front projection with full height glazing on its upper level. Two-storey front gable features are not an uncommon feature on the more recently constructed replacement dwellings on Parkfield Road. As such, it is considered that the design of the proposed dwelling would be in keeping with the emerging street scene character.

In the event of approval, a condition would be secured requiring details of the external finishes and materials to be submitted to the Council for consideration.

For the reasons above, it is considered that the proposed development would not cause harm to the character, appearance and visual amenities of the street scene or the surrounding area. The proposal therefore accords with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies D3 and D4 of the London Plan (2021) and the NPPF (2023).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Specifically, paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: "For the purposes of this policy (Policy DMHB 11), outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

The main two-storey front wall of the proposed replacement dwelling would be positioned in alignment with No. 37 Parkfield Road. It would project beyond the front elevation of No.41 Parkfield Road by approximately 3.7 metres. However, the proposed front wall would be set-in from the closest front elevation window at No.41 Parkfield Road by 4 metres, and would not breach their 45- degree sight line. The proposed two storey front gable feature would have a modest depth, projecting approximately 0.8 metre beyond the proposed main front wall. Taking these factors into account, it is considered that the proposed replacement dwelling would not adversely impact on the levels of natural light and outlook from the front elevation windows at Nos. 37 and 41 Parkfield Road.

At two storey level, the proposed rear building line would project beyond the extended rear wall of No.37 by 0.7 metres. The proposed single storey rear building line would project an additional 2 metres; however, this element of the proposal would be set-in from the shared boundary with No.37 in excess of 7 metres. Also, No.37 contains a detached outbuilding along the shared boundary which projects beyond the depth of the proposed single storey rear building line. Upon Officer's request, revised drawings were submitted to demonstrate that the proposed two-storey rear building line would

not breach the 45-degree line of sight taken from the nearest windows at No. 37 Parkfield Road. No.41 Parkfield Road is set deeper into its plot, which means its extended rear building line projects beyond that of the proposed replacement dwelling. Given these circumstances, it is considered that the proposal would not unduly impact on the levels of outlook and light from the rear elevation windows at Nos. 37 and 41 Parkfield Road.

During the Officer site visit it was observed that both Nos. 37 and 41 contain habitable windows within their respective flank walls which faces onto the side boundaries of the application site. However, these existing side windows face directly onto closed boarded fencing, which means the outlook from these windows is already limited. To support this, additional plans were requested (39PR/P100 Rev B) with 25-degree sight lines from the habitable neighbouring windows which demonstrate that with 2m high boundary fencing, views from the windows would be primarily of the fencing. In addition, the applicant has submitted a Daylight and Sunlight Assessment which demonstrates the proposed development would be compliant with Building Research Establishment (BRE) guidelines. Concerns regarding the assessment were raised by residents as it was established that the obscured glazed side window also serves a bedroom. A revised Daylight and Sunlight assessment was submitted which took this into account. Given Window 1 and Window 2 serve the same bedroom, the area weighted average was used to confirm compliance with BRE guidelines. Notwithstanding this, given the secondary flank window is already obscurely glazed, outlook is already compromised and it is considered by Officers that the level of daylight lost would not warrant a reason for refusal. As the applicant has also demonstrated that the bedroom as a whole would continue to comply with the guidance set out in the BRE Research Establishment which allows for average daylight calculation to be taken where a room is served by 2 windows on different elevations. It is considered that the proposal would result in a minor reduction of daylight and sunlight to the neighbouring windows of number 37 and 41 Parkfield Road. In all cases, the reduction remains better than the minimum recommendations of the BRE guidelines and would therefore not unduly impact on the levels of outlook and light.

In addition to this, the proposed replacement dwelling would be single storey along the mutual boundary shared with No.37, with the proposed two storey flank wall set-in 3.4 metres from this neighbour. Whilst the proposed-two storey flank wall closest to No.41 would be set-in 1.5 metres from the mutual boundary, there would be a total separation distance of 4 metres between the proposed dwelling and the side windows at No.41. It is therefore considered, on balance, that the proposal would not result in a significant loss of light or outlook for the side windows at Nos.37 and 41 over and above the existing situation. As such, a refusal on this particular ground would be difficult to defend in the event of an Appeal.

There would be a separation distance of approximately 23 metres between the front elevation of the proposed replacement dwelling and the neighbouring properties at Nos. 33 and 38 Parkfield Road. There would be a separation distance in excess of 30 metres between the rear elevation of the proposed dwelling and the rear gardens of the properties at 42 to 46 Rectory Way. Given these separation distances, it is considered that the proposal would not unduly impact on the residential amenities of these particular neighbouring properties.

If planning permission were to be granted, the first floor side window (which serves a bathroom) would be obscure glazed and non-opening up to 1.8 metres of the finished floor level. This condition is required to prevent any issues in respect to loss of privacy or overlooking for neighbouring occupiers. The condition would also be applicable to the proposed first floor en-suite window to protect the modesty of future occupiers.

The concerns raised by neighbouring residents have been duly noted. However, having regard to the above, it is considered that the proposal would not cause undue harm to the living conditions of neighbouring occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

INTERNAL AMENITY SPACE:

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

Table 3.1 of the London Plan (2021) requires a three-storey dwelling containing a 3 bedroom, 5 person unit to have a minimum of 93 square metres. Policy D6 of the London Plan (2021) states that a one bed space single bedroom must have a floor area of at least 7.5 square metres, and a two bedroom space double (or twin room) must have at least 11.5 square metres.

It is recognised that the proposed attic rooms labelled as 'Storage' would be in excess of 11.5 square metres, and therefore could be used flexibly as additional double bedroom. Also, the proposed attic room labelled as 'Medium Room' could be flexibly used as a single bedroom as it would be in excess of 7.5 square metres. It is therefore considered prudent to assess their implications as bedrooms on the quality of living accommodation.

Policy D6 of the London Plan (2021) does not stipulate the minimum requirement for a house of the occupancy size being proposed. However, with the proposed replacement dwelling benefitting from a gross internal floor area of 449 square metres, its overall internal floor space is considered to be more than sufficient.

It is also noted that the gross internal floor area of the proposed replacement dwelling meet the minimum floor space standards in Table 3.1 of the London Plan (2021), i.e. 138 square metres for a 6 bedroom, 8-person three-storey dwelling. All the proposed bedrooms (including the habitable rooms within the loft space) would exceed the minimum floor area standards set out in parts 3) and 4) of the London Plan (2021).

It is noted that the habitable rooms within the loft space would be served by roof lights, and would therefore not be afforded with direct outlook. However, bedrooms are primarily used for sleeping and can be differentiated from the primary living space located on the ground floor level of the proposed dwelling. The guest bedroom at ground floor level and the primary proposed bedrooms at first floor level would be served by windows fitted in the front or rear elevation of the building. It is therefore considered, on balance, that the overall internal amenity space for future occupiers would be acceptable, in respect to outlook.

On the above basis, it is considered that the proposed replacement dwelling would provide a satisfactory provision of internal amenity space for future occupants, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D6 of the London Plan (2021).

EXTERNAL AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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, which requires houses with four bedrooms or more should provide a minimum of 100 square metres of private usable amenity space.

The proposed replacement dwelling would be provided with private amenity space in the form of a rear garden which would be in excess of 500 square metres. Thus, far exceeding the minimum private amenity space standards found in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). It is considered that the proposed rear garden would provide a generous amount of space and opportunity for general outdoor activity that future occupants of the proposed family sized dwelling could reasonably expect. The proposal would provide the future occupiers of the proposed replacement dwelling with external private amenity provision that is of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

ACCESS, PARKING AND HIGHWAY SAFETY:

Paragraph 115 of the NPPF (2023) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy T4 of the London Plan (2021) states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T6 of the London Plan (2021) states that new residential development should not exceed the maximum parking standards set out in Table 10.3. All residential car parking spaces must provide infrastructure for electric or Ultra Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also, that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. There are two vehicle crossovers emerging onto Parkfield Road which serves the existing dwelling at the site. The proposal

does not seek to make any alterations to these existing crossovers, and it is considered by the Council's Highways Officer that their current dimensions are adequate to accommodate the vehicular activity associated with the proposed development.

The maximum requirement for a four-bedroom or more dwelling is up to 2 car parking spaces to be provided on-site to comply with the adopted parking standard set out in Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). It is worth noting that Policy T6.1 of the London Plan (2021) states that development comprising 3 plus bed units in outer London with a PTAL rating of 3 should provide a maximum of up to 1 space dwelling, which is a lesser requirement than the Council's adopted car parking standards. The submitted plans shows that there is sufficient space to on the front court to accommodate three car parking spaces owing to the generous plot size. An additional parking space would be provided within the proposed garage. The proposal would therefore provide up to 4 car parking spaces. Whilst this would exceed the maximum car parking standards set at local and regional level, the number of proposed car parking spaces would not be dissimilar to the existing provision at the site.

The Council's Highways Officer has commented that in this individual case the proposed on-site car parking is acceptable as it would reduce the potential for untoward on-street parking displacement resulting from the higher dependency on the private motor car, due to the site's level 3 PTAL rating (Moderate). In line with Policy T6.1 of the London Plan (2021), there is a requirement for a minimum of 20% 'active' electric vehicle charging points provision within the final parking quantum of development, with all remaining spaces being designated as 'passive' provisions. In the event of an approval, a condition would be secured requiring 1 active and 3 passive electric vehicle charging points (in compliance with Policy T6.1 of the London Plan (2021)). When comparing the proposed development to the scale and single tenure of the existing dwelling, it is considered that there would be no significant difference in vehicle bound activity. As such, the vehicular generated activity associated with the proposed development could be absorbed within the local road network without notable detriment to traffic congestion and road safety.

In the event of an approval, a condition would be secured requiring the submission of a Construction Management Plan to be submitted to the Council for consideration. This condition is considered to be necessary in order to minimise/avoid potential detriment to the public realm and local highway network. Accordingly, it is considered, on balance, that the proposed development would provide an acceptable number of on-site car parking spaces, and that the demand for street parking would not be exacerbated to such an extent that would prejudice highway safety.

The proposal would therefore accord with the objectives of Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies T4, T6 and T6.1 of the London Plan (2020) and paragraph 111 of the NPPF (2023).

BICYCLE PROVISION:

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires development proposals to provide a provision of cycle parking in accordance with the standards set out in Appendix C, Table 1 (i.e. 2 cycle spaces per 3 or more bed unit). Policy T5 of the London Plan (2021) also requires two cycle spaces to be provided for a proposal development of this housing size.

No details have been submitted in respect to on-site cycle store provision. However, Officers are fully satisfied that this matter could be dealt with through a condition as there is more than sufficient space

within the rear garden to accommodate a cycle store, without undermining the minimum requirement of 100 square metres of private external amenity space.

Subject to the above condition, it is considered that the proposal would provide covered, secure and accessible cycle parking spaces for future occupants in compliance with Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021).

7.11 Urban design, access and security

Covered in other sections of this Committee Report.

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

In the event of an approval, a condition would be secured requiring the proposed replacement dwelling to meet Category M4(2) of Approved Document M to the Building Regulations (2010) 2015. Also, a condition would be secured requiring details showing step-free access via the entrance points of the proposed dwelling to be submitted to the Council for consideration. Subject to such conditions, the proposed development would comply with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Local Plan. For sites with a capacity of 10 or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

The proposal is for a single replacement dwelling and therefore does not meet the threshold in order to require affordable housing provision. As such, the proposal is not contrary to Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) in respect of affordable housing provision.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure.

This is supported by Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) which states:

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.

The site is covered by Tree Preservation Order 514. Upon Officers' request, the applicant submitted a report comprising an Arboricultural Survey to BS5837:2012 report. The report states that a total of 4 No. individual trees, 1 No. group of trees and 3 No. hedges were surveyed. From the trees surveyed, there was 1 x Category A tree (English Oak), 2 x Category C trees (Dappled Willow and Viburnum), a group of mixed Category C trees and 1 x U Category tree (Japanese Cherry). Upon Officers' request, an Arboricultural Method Statement, Impact Assessment and Tree Protection Plan was submitted. The Method Statement no individual or groups of trees are proposed to be removed. A hedge would be removed. There is no objection to the loss of this hedge, given its relatively low visual amenity value. Replacement planting would be secured through a landscaping condition, in the event of an approval. The Tree Protection Plan shows that the footprint of the proposed dwelling would not encroach the root protection area of the retained trees, and the locations where protection fencing would be erected. A compliance condition requiring the construction works to be carried out in accordance with the tree protections measures outlined in the Arboricultural Method Statement, Impact Assessment and Tree Protection Plan would be secured by condition, if planning permission were to be granted. Subject to the above conditions, it is considered that the proposed development would not cause harm to any trees of high visual amenity value, and that the proposed soft landscaping would help to soften the overall appearance of the proposed development. The proposal would therefore accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G1 of the London Plan, in this respect.

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 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, and as such, an ecology assessment is not required. This position would be in accordance with 'Circular 06/05: Biodiversity and Geological Conservation- Statutory Obligations and their Impact within the Planning System' which states that, "...bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development." 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 2017 (as amended)

7.15 Sustainable waste management

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. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The Council's Highways Officer has commented that in order to conform to accepted 'waste collection distances' from the public highway, the storage area should be positioned within 10 metres of a refuse vehicle. Whilst no specific details have been provided in respect to refuse and recycling storage, Officers are satisfied that this matter could be dealt with by way of a condition, if planning permission were to be granted. The servicing of the proposed replacement dwelling by the Council's refuse collection crew would be in the same manner as the existing properties on Parkfield Road (which includes the existing property at the application site). Subject to the above condition, it is considered that the proposed development would be able to provide a convenient location for refuse and recycling facilities in accordance with Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.16 Renewable energy / Sustainability

In order to meet sustainability requirements a condition would be secured requiring the proposed dwelling 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). Further conditions are also outlined within the air quality section of this report which would further contribute to reducing carbon and providing more sustainable energy provision.

Subject to the above conditions, the proposal would be compliant with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 12 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 site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as Use Class C3 (dwellinghouses), in this location, in terms of fluvial and tidal flood risk. In the event of an approval, a condition would be secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be submitted to the Council for consideration. Also, the landscaping condition has been worded in such a manner

to ensure that permeable hard surfacing is used for the parking areas serving the proposed dwelling.

Subject to such conditions, it is considered that the proposed development would not increase the risk of flooding on the site or elsewhere, in accordance 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 site would be used in an exclusively residential capacity, as per the existing situation. As such, in terms of the operational phase of the proposed development, no significant issues are considered to be raised by the proposal, in respect to noise.

Notwithstanding the above, a condition would be secured requiring the submission of a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, 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 London Plan has produced further guidance on Air Quality Neutral in February 2023. Paragraph 2.3 of the guidance states that for minor developments "a full air quality assessment will likely not be required. The guidance provides a simplified procedure for developments in meeting Air Quality Neutral.

The simplified procedure states where minor developments include new heating systems, they can be assumed to meet the Building Emissions Benchmark (BEB). These new heating systems could include one of the following

- * heat pump or other zero-emission heat source
- * the new heating system includes one or more individual gas boiler with NOx emissions rated at less than 40mg/kWh
- *the development is connecting to an existing heat network.

The London Plan guidance also states in para 4.1 where minor developments include new parking, they can be assumed to meet Transport Emissions Benchmark (TEB) if the maximum parking standards set out in policies T6 are not exceeded.

In regards the current application, the proposal involves replacing an existing dwelling with no net increase in the numbers of units within the site curtilage. The development would continue to provide similar parking arrangements to the existing dwelling and the overall parking movements associated

with the development would be limited. As such, the development is unlikely to have any significant adverse air quality impact.

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 rated at less than 40mg/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.

Also, a condition would be secured requiring the submission of a Construction Management Plan (as noted above) to minimise air and other emissions caused during the construction phase. In light of these conditions, and noting the minor scale of the proposal, it is considered that it would not be necessary, fair or reasonable to require an air quality contribution to be secured through a legal agreement.

7.19 Comments on Public Consultations

Covered in other sections of this Committee Report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of a new replacement dwelling and is therefore CIL liable, if planning permission were to be granted.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

For the reasons set out in this Committee Report, it is considered that the revised proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Section 2 of the Committee Report.

11. Reference Documents

National Planning Policy Framework (December 2023)

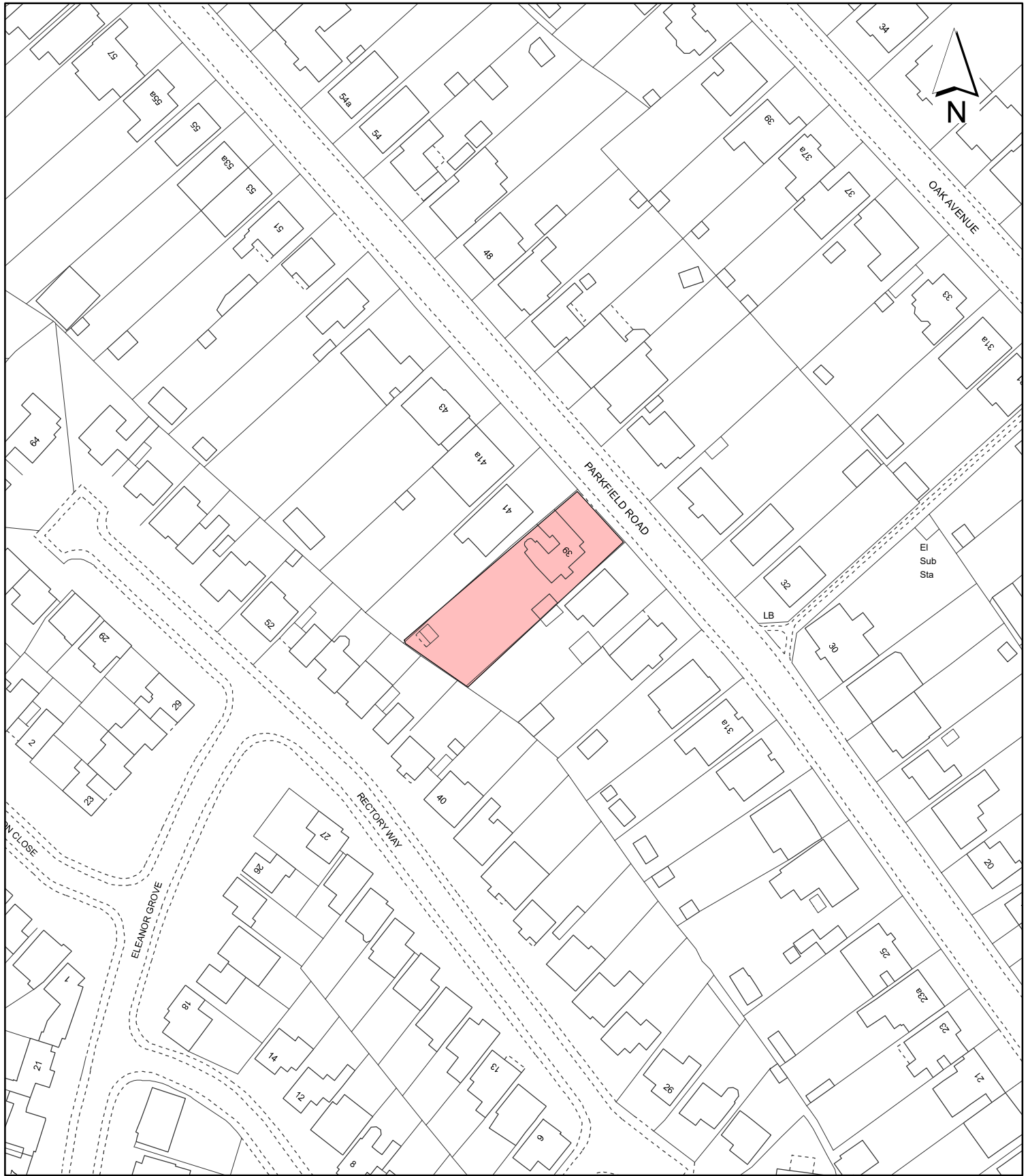
The London Plan (March 2021)

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

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)
Technical Housing Standards - Nationally Described Space Standard (March 2015)
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact
Within The Planning System

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Notes:

 Site boundary

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Planning Application Ref:
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Scale:
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Planning Committee:
Minor

Date:
March 2024

