

Report of the Head of Development Management and Building Control

Address:	1 & 2 VERNON DRIVE HAREFIELD		
Development:	Demolition of existing dwelling and erection of 2no. semi-detached properties with associated works		
LBH Ref Nos:	4007/APP/2024/498		
Drawing Nos:	6703-ACC-00-XX-DR-A-0003 P1 6703-ACC-00-XX-DR-A-210 P3 6703-ACC-00-XX-DR-A-212 P0 6703-ACC-00-XX-DR-A-521 T0 6703-ACC-00-XX-DR-A-110 P3 6703-ACC-00-XX-DR-A-0001 P0 6703-ACC-00-XX-DR-A-0002 P0 Cover Letter 6703-ACC-00-XX-DR-A-100 P0 6703-ACC-00-XX-DR-A-200 P0		
Date Plans received:	27-02-2024	Date(s) of Amendments(s):	27-02-2024
Date Application valid	27-02-2024		01-03-2024 24-04-2024

1. SUMMARY

The application proposes the erection of two semi detached properties with associated works. This application is being presented at the Borough Planning Committee given it is a Council owned property.

The application site comprises a large detached property on the northern side of Vernon Drive. Historically the building would have been used as two residential units. Up until recently, the existing dwelling had provided social housing to a single family unit however it suffered extensive fire damage which had lead to the property being vacated. The proposal to reinstate 2 larger housing units is therefore welcomed. It is considered that the principle of erecting dwellings on the site is acceptable and the addition of 2 x 5 bed units would contribute positively to the housing need for larger units within the borough. In addition, the proposal would provide two M4(3) 'wheelchair user dwellings' compliant dwellings, along with providing social housing. This optimises the potential occupants of the dwellings and will contribute towards the Council's owned housing stock which is additional benefit.

During the course of the application, amended plans were received which sought to address the Conservation Officer comments. The building would be fully brick in design and captures the gable features that appear common within the local vicinity. Whilst the scale of the building has increased significantly from the existing footprint, the overall height would be similar to the prevailing pattern. Although the width of the frontage increases from the existing arrangement, the building would remain

set in from the side boundary ensuring a level of openness. Further mitigating site factors ensures that the harm from the width is less than substantial and at the lower end of the scale, which is balanced by the provision of fully compliant wheelchair accessible social housing. Officers has concluded that the amended scheme as a whole ensures the conservation area is preserved.

In addition, the revised proposal would not unduly impact on the living conditions of neighbouring residential occupiers given the footprint position in the context of each neighbouring property.

Both dwellings would comply with the London Plan's internal space standards with sufficient room sizes, aspect, outlook and a satisfactory overall layout. It is acknowledged that the proposed gardens sizes fall short of the private amenity space standards. However, the site is within walking distance of a public park and unit 2 benefits from a side garden. It is therefore considered, on balance, that an acceptable provision of open space would be afforded to the future occupiers of the proposed development given the proximity to local open public spaces.

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. A construction management plan has also been secured to mitigate any impact on nearby residents during the construction phase.

The proposal would deliver a high quality, family sized, social housing which would also be M4(3) compliant. 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

Site Location Plan

6703-ACC-00-XX-DR-A-0003 P1

6703-ACC-00-XX-DR-A-110 P3

6703-ACC-00-XX-DR-A-210 P3

6703-ACC-00-XX-DR-A-212 P0

6703-ACC-00-XX-DR-A-521 T0

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 windows, doors and roof lights, shall be 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. NONSC Cycle storage compliance

The secured and covered cycle storage (2 cycle spaces per dwelling), shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the proposed development will provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and T6.1 of the London Plan (2021).

5. NONSC Solar panels

The solar PV equipment on the main dwelling roof will not protrude more than 0.2 metres beyond the plane of the roof slope when measured from the perpendicular with the external surface of the wall or roof slope and all solar PV equipment on site will be removed as soon as reasonably practicable when no longer needed.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. OM19 Construction Management Plan

Prior to the commencement of any site clearance, demolition or construction work, a demolition and construction management plan and drawing shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (a) The phasing of development works
- (b) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours)
- (c) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- (d) 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)

(e) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process

(f) The storage of demolition/construction materials on site

(g) The location on site of any site office

(h) The types/sizes of construction vehicles proposed to access the site

(i) The proposed timing of construction traffic

(j) Demonstration that the proposed construction vehicles will be able to satisfactorily access the site (through submission of swept path diagrams).

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).

7. NONSC Sustainable water management and water efficiency

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management and water efficiency has been 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).

8. 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).

9. NONSC M4(3) dwelling

Both dwellings hereby approved shall be constructed in accordance with the technical specifications for an M4(3) dwelling.

No dwelling shall be occupied until certification of compliance with the above technical specifications 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 buildings.

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.

10. NONSC Tree protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

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

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

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

Authority.

REASON

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

11. 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.

12. 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),
- 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
- 1.d Biodiversity enhancements including bird and bat boxes

2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments
- 2.b Car Parking Layouts (including one active and one passive electric charging points per dwelling)
- 2.c 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.

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, and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

13. RES13 **Obscure Glazing**

Notwithstanding the details specified on the approved drawings, the first floor side windows 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 policy 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 policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

Hillingdon Planning Committee - 8th May 2024

PART 1 - MEMBERS, PUBLIC & PRESS

1. 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.

2. I23 Works affecting the Public Highway - Vehicle Crossover

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

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. 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@hillingsdon.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.

5. 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.

6. 147 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.

7. 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8. 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice

under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

9. IT05 Wildlife and Countryside Act 1981

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

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
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
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G7	(2021) Trees and woodlands

LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI2	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a large detached property on the northern side of Vernon Drive. It is noted that the current dwelling provided social housing and has suffered extensive fire damage in recent times which has led to the property being vacated. The property benefits from good sized gardens to the rear and side, with a large public parking bay to the front providing parking for a number of cars.

The street scene is residential in character and appearance comprising a mix of detached, semi-detached and terrace properties.

The site falls within Flood Zone 1 and is within the Harefield Village Conservation and is partially covered by TPO 3 to the west. The site has a Public Transport Accessibility Level rating of 1b (Very Poor).

3.2 Proposed Scheme

The application seeks to demolish the existing six bedroom dwelling house and the erection of 2 x No. semi detached properties with associated works.

The scheme has been revised during the course of the assessment based on comments received from the Conservation and Accessibility Officer.

*The footprint to the rear has been slightly altered to provide a small additional level of amenity space for the western unit.

* The roof design has been altered with the inclusion of projecting gables to front and rear

* Solar panels have been removed from the front of roof slope

* The facade would now be fully brick rather than a mix of render/brick which was initially proposed.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant history.

4. Planning Policies and Standards

Development Plan:

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

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The West London Waste Plan (2015)

The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (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:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMHB 1 Heritage Assets
- DMHB 4 Conservation Areas
- 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
- NPPF11 - NPPF11 23 - Making effective use of land
23
- NPPF12 - NPPF12 23 - Achieving well-designed and beautiful places
23
- NPPF16 - NPPF16 23 - Conserving and enhancing the historic environment
23
- NPPF14 - NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
23

NPPF2 - NPPF2 2023 - Achieving sustainable development
23

NPPF4 - NPPF4 23 - Decision making
23

NPPF5 - NPPF5 23 - Delivering a sufficient supply of homes
23

NPPF9 - NPPF9 23 - Promoting sustainable transport
23

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP DF1 (2021) Delivery of the Plan and Planning Obligations

LPP D12 (2021) Fire safety

LPP G7 (2021) Trees and woodlands

LPP H1 (2021) Increasing housing supply

LPP H10 (2021) Housing size mix

LPP HC1 (2021) Heritage conservation and growth

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **7th April 2024**

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

7 neighbours, Denham Aerodrome and Harefield Tenants and Residents Association were consulted on 05-03-24. The consultation period expired on 02-05-24. Two representations were received as below:

Harefield Tenants and Residents Association:

As the development is in the Conservation Area I am sure you will ensure it conforms to regulations. I also hope that local suppliers and tradesmen are used. It would be advantageous to Harefield if these properties are used to accommodate Harefield families.

Officers Comments: The comments from the Residents Association are noted. As indicated below, the proposal aims to provide 2 larger family sized units that would be Council owned housing for social rent and serve the local area. The design has been altered based on feedback from the Conservation Officer and is discussed within Section 7.07 of the report.

Denham Aerodrome:

We would like to draw attention to the fact that the site is within the Denham Aerodrome Traffic Zone and under the flight path. Denham is a long established Civil Aviation Authority Licensed Aerodrome providing facilities for business aviation and flying training for both fixed and rotary wing aircraft, and may be available for use at any time. It is inevitable that any occupants in this location will both hear and see aircraft operations including aircraft taking off and landing, and it is important that all concerned are aware of the juxtaposition of the sites

Officers Comments: Officers note the comments received from Denham Aerodrome. There has been a residential use on the site historically and the proposal aims to provide a better quality of residential unit based on the areas constraints. The building heights would be in line with the established height in the vicinity and Officers do not envisage any concerns in regards aviation safety. The overall standards of accommodation would also need to meet the required sound insulation under Building Regs.

Internal Consultees

Conservation, Access Officer and Highways were consulted and representations are as below:

Conservation Officer:

Concerns regarding the appearance impact on the character of the local area. Concerns regarding quality of the proposed site and building layout, and quality of the proposed landscaping.

Planning Officer comments:

Following Conservation comments, revisions were sort to alter the design of the development including the removal of solar panels, realignment of windows/doors, removal of the render element, removal of junction boxes and the introduction of a gable element that would relate with the character of development adjacent to Rickmansworth Road and existing dwelling.

Hillingdon Planning Committee - 8th May 2024

PART 1 - MEMBERS, PUBLIC & PRESS

Highways Officer:

The proposed site envelope is situated within a side road located off Rickmansworth Road in Harefield. It is proposed to replace the existing 6-bedroom detached dwelling with two 5-bedroom semi-detached residential units with two on-plot parking spaces per unit. The existing carriageway crossing (cc) that serves the property would be widened to serve one of the dwellings & a new second cc would be introduced to serve the other. There is an established parking lay-by fronting the site and several on-street parking spaces would be lost due to the revised cc provisions. Presumably, the lay-by serves partially as a parking facility for general visitors to 'The Green' open space that lies directly opposite the address. The surrounding roadways are generally devoid of parking controls and neighbouring properties exhibit some degree of on-plot parking provisions. The address exhibits a Public Transport Accessibility Level (PTAL) of 1b which is considered as 'very poor' and as such greatly heightens dependency on the use of private motor transport to and from the address.

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 parking requirement for each residential unit would be in the order of up to a maximum of 1.5 on-plot spaces in order to comply with the overriding regional standard. Two spaces per unit are to be provided which is considered broadly in line with the said. One space per unit would be adaptable to disabled compliant standard which is welcomed.

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 of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, each dwelling should incorporate 1 'active' & 1 'passive' space. This aspect has not been acknowledged by the applicant hence a suitable planning condition should be applied.

Cycle Parking

In terms of cycle parking there should be a provision of 2 secure and accessible space for each of the new residential units to conform to the adopted borough cycle parking standard. Each dwelling is to incorporate a shed within the rear garden which could presumably accommodate two cycles but the applicant has not confirmed this point so a suitable planning condition should again be applied.

Carriageway Crossing (cc) Provision Existing cc

The cc is proposed for widening and measurements have been submitted. Although the principle of widening is considered acceptable, these measurements are considered indicative and final designs would be arranged post-permission in conformity with the council's 'Domestic Vehicle Footway Crossover' Policy (2022). It should be noted that the revised crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense.

New cc

Again, the principle of provision is accepted, and the same post-permission process would apply as outlined above.

As referred to earlier, several on-street parking spaces within the lay-by would be deleted as a consequence of the two cc's which is regrettable. However, in this specific case as the above crossing criteria is met, the landowner's legal rights of access to their site envelope take precedence over any existing on-street parking provision. Post-installation, provision of a painted white line 'H' marking across both dropped kerbs may also be considered to reduce the incidence of any potential obstructive parking by

general users of the lay-by.

Vehicular Trip Generation

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would raise the level of vehicular activity to and from the site as compared to the single dwelling. However peak period traffic movement into and out of the site is not expected to exceed 1-2 additional vehicle movements during the most sensitive and therefore crucial peak morning and late afternoon/evening hours. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Refuse Bin Store Provision

Refuse collection would continue to be undertaken from Vernon Drive.

In order to conform to accepted 'waste collection distances' from the public highway, a bin storage area should be placed within 10m of a refuse vehicle. As refuse bins are to be positioned to the rear of both units, this parameter is exceeded. However, it is accepted that it is highly likely that an informal on-plot management regime will be established (as is likely to be the case at present) to ensure that any refuse is positioned within the above distance parameter on collection days. There are no further observations.

Construction Management Plan (CMP)

The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the private/public realm. It will need to be secured under planning condition.

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

Access Officer:

This proposal seeks to replace the existing dwellings with two semi-detached houses has been reviewed with reference to London Plan Policy D7. No accessibility concerns are 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 dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

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

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Following revisions, the Access Officer has confirm both dwellings would be M4(3) compliant.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

PRINCIPLE OF DEVELOPMENT:

Paragraph 123 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Policy GG4 of the London Plan (2021) seeks to ensure that more homes are delivered. This is reinforced by Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012) which gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Plan policies.

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) states that the Council will support development proposals that would not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas.

It is noted that the existing dwelling appears to be a single dwelling, however, there is historic information on the Council's GIS system to suggest the dwelling used to be split into two dwellings (semi-detached). The existing layout of the building which provides a single six bedroom dwelling appears overly complicated and fails to optimise the potential of the site. The reintroduction of two residential units with a more efficient layout would therefore be welcomed.

There is no objection, in principle, to the creation of an additional residential unit in this location in land use terms. However, this would be subject to the proposal being in accordance with all relevant planning policies and guidance in the Development Plan.

HOUSING MIX:

Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom plus properties, as identified in the Strategic Housing Market Assessment 2016.

In accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised, to address local needs.

The proposed development would provide two 5-bedroom houses, which would make a contribution

towards the Borough's need for family sized housing. Currently there is a significant need for larger residential units that are suitable for families. The current site had up until recently accommodated one family. However due to substantial fire damage, the property had to be vacated. The demolition of the existing property and re-provision of 2 family sized units would be a gain of one unit over and above the recent situation. Both these units are earmarked for social rented accommodation and as such this would represent a further benefit to the scheme in contributing toward the housing stock as well as a form of affordable social housing.

Accordingly, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

7.02 Density of the proposed development

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

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

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

The application site is designated within Harefield Village Conservation Area. Refer to Section 7.07 of this Committee Report for further details.

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 buffer of the Denham Aerodrome 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 Denham Aerodrome 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 Denham Aerodrome.

The development if approved would also be subject to meeting building regulations criteria (Approved Document E) which deals specifically with sound insulation measures.

7.05 Impact on the green belt

The application site is not designated within the Green Belt.

7.07 Impact on the character & appearance of the area

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:

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

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

Policy HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

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

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between

structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

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

SITE CONTEXT

The surrounding streetscape on Vernon Drive is a mix of detached, semi-detached and terrace dwellings. In addition, there is a mix of roof forms, notably, the application site dwelling and the neighbouring dwellings to the north west are characterised by gable roofs, bungalows, many of which have been extended by way of a gabled end to the rear. Vernon Drive lies directly east of the much busier Rickmansworth Road and is characterised by its leafy environment with Harefield Village Green situated directly opposite the application site. The street has an unusual bend in the highway close to the application boundary which provides a natural divide in the housing styles with the properties directly north-west of the site closer to Rickmansworth Road predominately characterised by a brick facade with gable feature finish. Around the bend and directly east of the site, the properties appear to be a mixture of semi-detach hipped roof dwellings with some containing a central gable feature with a render finish similar to the application property.

With the prominent bend in the highway, the existing dwelling would appear as an anomaly from the north-western side of Vernon Drive as it's render finish contrasts with the predominant brick finish of the other properties. The site's unique location and projection forward the building line to the west allows scope to incorporate a design more reflective of those north-western properties. Officers are therefore satisfied that the removal of the existing building and replacement with a dwelling finished entirely in brick would allow the application to blend in with the established brick character.

DESIGN ASSESSMENT

The initial scheme brought forward had provided a mixture of both brick and render which appeared quite visually confusing with a mismatch of materials. Following negotiations, revised drawings were submitted by the applicant showing a reduction to footprint of the dwellings and a revised design including the removal of solar panels from the front elevation, realignment of windows/doors, removal of the rendered detailing, relocation of junction boxes and the introduction of a gable roof form that would relate with the character of development adjacent to Rickmansworth Road and existing dwelling.

The proposed semi-detached dwellings would measure approximately 16.9m wide, 10.6m at its deepest point and 8.375m high. The height of the dwellings would be higher than the existing dwelling, however a street view elevation has been provided which demonstrates that it would be in line with the height of neighbouring developments to the north west. No 1C Vernon Drive would remain higher than the proposed dwellings and the overall ridge heights of the other properties along this stretch are only slightly below the application site. It is also noted that the eaves height would largely match the neighbouring properties providing a consistency between each of the properties. Therefore, when viewed against the neighbouring houses on Vernon Drive, the overall height of the proposed replacement dwellings would be reflective of the immediate context.

To accommodate two family dwellings on the site and given the constraints of the land to the rear, the

overall width and scale of the development would increase from the existing dwelling. The building would measure 16.9m wide however it would be set-in from the respective boundaries by approximately 1.1 metre (at the narrowest point). This would allow for visual gaps between buildings to be retained, which is an important characteristic feature within the area. Nevertheless, both the Conservation and Planning Officers recognise that the overall width would be greater than what is seen within the prevailing character. Although the projection gable takes inspiration from the existing dwellings in the area, this is slightly enlarged and may be interpreted as harmful. The unique plot circumstances with the highway bend gives some visual break and ensures that the dwelling would not appear visually imposing from the east and longer view points. It is also noted that a level of landscaping along this bend provides further visual relief. The stepped footprint which would have Unit 2 sited marginally forward to enable a staggered element ensures that the overall bulk and massing of the proposed dwelling would be minimised when viewed from the front. It would subtly appear as two elements which reduces its massing. As such, Officers are satisfied that the unique plot and mitigation factors helps alleviate the limited harm (lower end of less than substantial) from the increased width.

In terms of design, given that gable roofs are not uncommon features within the surrounding street scape, there is no objection to these features on the proposed dwellings. The use of brickwork and soldier coursing above (and to the sides of) the windows and entrance doors helps soften the scale of the brickwork on the facade and provide more architectural quality to the finished details. The plans also indicate that the roof would include clay slate that would be the same as the existing fabric (double roman pantiles). It is therefore considered that the architectural style of the proposed dwelling would harmonise with the street scene. The revised design and brick detailing would result in a better articulated building than initially submitted. In the event of an approval, full details of the external finishes and materials would be submitted to the Council for consideration. This would ensure that the quality of the materials are reviewed to maintain the highest standards required given its prominent location within the conservation area.

Details have been received regarding the proposed sheds which would be sited in the rear gardens. The sheds would be modest in size and scale and would accommodate cycle storage.

In addition, the proposal will involve installation of solar panels on the side and rear roof slopes, which offers a benefit in terms of sustainability. Revisions were sought to remove the solar panels from the front elevation, given the prominence of the site. The solar panels have been revised to reduce their overall coverage on the roof. These revisions ensure that the solar panels are restricted to oblique viewpoints along the flanks and would not be overly visible from the front of the property. A condition has been attached to ensure they do not protrude significantly and are removed once no longer needed (Condition 5). These amendments are considered acceptable.

DESIGN SUMMARY

Having regard to the above, it is noted that the finishes to the dwelling would match the overall established height and brick work of the properties to the north-west of Vernon Drive. The use of decorative brick work and high quality materials provides an architectural quality to the overall finish and helps preserve the character and appearance of the conservation area. It is recognised that the property would be slightly larger than the properties along this street which adds to its scale. The overall bulk and scale is diluted by its unique location on the corner (reducing longer viewpoints from the east), staggered footprint, consistent height and landscaping which provides visual relief. This helps mitigate any harm caused by the additional width.

On balance, the overall development is considered acceptable. Section 7.22 deals specifically with the Planning Balance and refers to the public benefits identified which further weigh in favour of the scheme.

7.08 Impact on neighbours

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "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 that: "For the purposes of this policy, 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."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Number 1G (Coopers) Vernon Drive is located to the north-west of the application site and Numbers 3 and 4 Vernon Drive are located to the east of site. Both these adjoining properties would be nearest to the application site and the impact on these properties is assessed below. Further along Vernon Drive, the properties have no consistent pattern of building line but generally follow the curve of the highway with the properties further north-east at Numbers 5 and 6 Vernon Drive set further back from the highway and the gardens of these properties are visible from the application site. The site would however be situated approximately 25m away from both the curtilage of No 5 Vernon Drive and as such would not impact their amenity. Similarly, a property to the north, the dwelling known as "The Lindens" is over 30m to the site boundary and the development would therefore not impact this resident.

PRIVACY:

The front elevation windows of the proposed dwellings would front the main road with views onto the greenspace opposite which would retain an approx. 150m distance between properties and therefore are considered to cause no adverse impact to the privacy of the occupiers adjacent.

Given the positioning of the two adjoining neighbours directly north-west and east, there are no concerns raised regarding loss of privacy. The ground floor side windows would face onto both properties however it is noted that there are no windows along the gable flank wall of no 1G Coopers. Similarly the orientation of No 3 Vernon Drive ensures that the flank wall of this property faces to the front of the street. The site would also be screened the proposed 1.8m high boundary fencing. Officers are satisfied with the installation of this fencing, it would ensure the privacy of both neighbouring properties is maintained. A condition would secure the proposed side windows of the first floor to be obscure glazed and non-opening up to 1.8 metres of the finished floor level. A condition of this nature would not unduly impact the quality of internal accommodation for future occupiers given that the side windows serve as secondary windows.

Unit 2 would overlook the rear neighbouring gardens of Nos. 3 and 4 Vernon Drive. The level of overlooking would not affect the immediate outdoor space closest the rear elevation of these neighbours, where occupants generally congregate or enjoy their private space more. It is also added that the level of overlooking of the rear part of the garden space would not be too dissimilar to the current situation. On balance, Officers are satisfied it would not cause sufficient loss of amenity to both these neighbouring properties.

LIGHT AND OUTLOOK:

The proposed dwellings (Unit 1 specifically) would retain at minimum a 1.3m gap to the boundary with the neighbouring dwelling at No.1G (Coopers) and would marginally project past the rear elevation. Given the site context and orientation of the dwellings it is considered there would be no impact on the light and outlook of the neighbouring dwelling to the north west. The windows of No 1G (Coopers) would not be impacted upon due to the subtle differences in the building lines orientation from the application site. This existing footprint and building line as well as the set in from the boundary ensure that the two storey building would not breach the 45 degree line from the first floor windows. Outlook for these neighbouring windows would also remain unaffected and facing out onto their rear garden. It is considered that the proposal would not result in an overbearing impact or a sense of enclosure to No 1G.

Unit 2 would be sited closer to the neighbouring dwellings at No.3 and 4 Vernon Drive and would retain a minimum distance from the boundary of 1.1m. Officers would point out that these neighbouring properties follow a different building line pattern to the application site. The proposed rear elevation would face onto this neighbour rear garden rather than impact any windows. As such, there would be no impact on the first floor windows in terms of loss of daylight sunlight. While the site context is slightly awkward the dwelling would be sited over 8.2m from the rear elevation of No.3, with the rear elevation windows having mainly views of the application site rear gardens. Outlook for both neighbouring properties to the east would remain unaffected. It is considered that the proposal would not result in an overbearing impact or a sense of enclosure. Therefore, it is considered the proposal would not adversely impact on No.3 and 4 Vernon Drive (semi-detached dwellings to the east).

ACTIVITY AND DISTURBANCE:

The development site is located within a dense residential area with smaller and larger homes. The additional dwelling and parking would not lead to any increase in people movements that would be

out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours.

Given the separation distances involved, it is considered that the proposal would not adversely impact on the residential amenities of the properties to the rear of the site.

CONCLUSION:

In light of the above, it is considered that the proposed development would not lead to an unneighbourly form of development. The proposal would not cause undue harm to the living conditions of neighbouring occupiers, in compliance with Part B of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

7.09 Living conditions for future occupiers

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:

- Two storey 5-bed 7 person unit should provide a minimum of 119 square metres GIA;

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

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. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

Parts 3) and 4) of Policy D6 of the London Plan (2021) require double bedrooms to have a floor area of at least 11.5 square metres, and for single bedrooms to have a floor area of at least 7.5 square metres.

The proposed development would provide the following:

Unit 1 - Two storey 5-bed 7 person unit 133.6 square metres GIA;

Unit 2 - Two storey 5-bed 7 person unit 133.3 square metres GIA;

As demonstrated above, both proposed units would meet the minimum space standard requirement set out in Policy D6 of the London Plan (2021). Based on the plans submitted, the dwellings would meet the minimum 119 square metre requirement set by Table 3.1 of the London Plan (2021). Each of the proposed double bedrooms would have a floor area of at least 11.5 square metres, and the single bedrooms have a floor area of at least 7.5 square metres.

All the habitable rooms would be served by windows fitted in the front or rear elevation, thereby providing adequate levels of light and outlook.

On the above basis, it is considered that the proposed development would provide satisfactory internal living conditions 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 PROVISION:

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 usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires houses with three bedrooms should provide a minimum of 60 square metres of private useable amenity space, and four bedroom or more houses should have a minimum of 100 square metres.

The proposed development would provide the following private amenity space provision:

Unit 1 - approx. 75 square metres excluding side passage way

Unit 2 - approx. 47 square metres to the rear, approx. 118 square metres including side element

The figures quoted above do not include the side passageways leading to the rear gardens because these areas do not constitute as 'useable private amenity space'. Unit 2 does benefit from an area to the side/front which is enclosed by a hedge. Whilst this does not form apart of the 47sq.m private amenity space, Officers consider it both valuable to the aesthetic value of the front/side and potentially could provide a level of semi private space used by future occupants when landscaping matures. Nevertheless, it is not included within the private amenity space calculation and it is noted that the level of private garden space falls short of the requirements. As a result, both dwellings would fall below the standards set out in Table 5.3.

There is a public green space opposite the site. This public open space is within a safe and easy walking distance from the site. The presence of this local facility provides enhanced amenity for the future occupiers of the proposed dwellings. To a considered degree this minimises any shortfalls of external amenity space provision arising from the proposed development. Furthermore, a condition (Condition 15) would be secured removing permitted development rights from the site to ensure that external amenity space provision is not undermined by any future extensions to the proposed dwellings. Overall, taking into account the proximity to the public park, there is an acceptable provision of open space that would be afforded to the future occupiers of the proposed dwellings.

Notwithstanding the material considerations highlighted above, the proposal would conflict with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). This disadvantage of the scheme would need be weighed against the benefits of the scheme as part of the planning balance assessment discussed in section 7.22 of this Committee Report.

7.10 Traffic impact, Car/cycle parking, pedestrian 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.

The proposed site envelope is situated within a side road located off Rickmansworth Road in Harefield. It is proposed to replace the existing 6-bedroom detached dwelling with two 5-bedroom semi-detached residential units with two on-plot parking spaces per unit. The existing carriageway crossing (cc) that serves the property would be widened to serve one of the dwellings & a new second cc would be introduced to serve the other. There is an established parking lay-by fronting the site and several on-street parking spaces would be lost due to the revised cc provisions. Presumably, the lay-by serves partially as a parking facility for general visitors to 'The Green' open space that lies directly opposite the address.

The surrounding roadways are generally devoid of parking controls and neighbouring properties exhibit some degree of on-plot parking provisions. The address exhibits a Public Transport Accessibility Level (PTAL) of 1b which is considered as 'very poor' and as such greatly heightens dependency on the use of private motor transport to and from the address.

PARKING PROVISION:

The maximum parking requirement for each residential unit would be in the order of up to a maximum of 1.5 on-plot spaces in order to comply with the overriding regional standard. Two spaces per unit are to be provided which is considered broadly in line with the said. One space per unit would be adaptable to disabled compliant standard which is welcomed.

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 of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, each dwelling should incorporate 1 'active' & 1 'passive' space. This aspect would be secured by a relevant planning condition (Condition 12).

CYCLE PARKING:

In terms of cycle parking there should be a provision of 2 secure and accessible space for each of the new residential units to conform to the adopted borough cycle parking standard. Each dwelling is to incorporate a shed within the rear garden which would accommodate at least two cycles, this would be secured by a compliance condition (Condition 4).

CARRIAGEWAY CROSSING PROVISION:

The crossover is proposed for widening and measurements have been submitted. Although the principle of widening is considered acceptable, these measurements are considered indicative and final designs would be arranged post-permission in conformity with the council's 'Domestic Vehicle Footway Crossover' Policy (2022). It should be noted that the revised crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense.

The principle of the provision of a new crossover is accepted, and the same post-permission process would apply as outlined above.

As referred to earlier, several on-street parking spaces within the lay-by would be deleted as a consequence of the two crossover's which is regrettable. However, in this specific case as the above crossing criteria is met, the landowner's legal rights of access to their site envelope take precedence over any existing on-street parking provision. Post-installation, provision of a painted white line 'H' marking across both dropped kerbs may also be considered to reduce the incidence of any potential obstructive parking by general users of the lay-by.

VEHICULAR TRIP GENERATION:

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal would raise the level of vehicular activity to and from the site as compared to the single dwelling. However peak period traffic movement into and out of the site is not expected to exceed 1-2 additional vehicle movements during the most sensitive and therefore crucial peak morning and late afternoon/evening hours. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

CONSTRUCTION MANAGEMENT PLAN (CMP):

The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the private/public realm. It would be secured by a planning condition (Condition 6).

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

7.11 Urban design, access and security

Covered in the other sections (sections 7.10 & 7.12) of this Committee Report.

7.12 Disabled access

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

Having regard to the above policies, the proposal would need to provide 1 dwelling that is Building Regulation requirement M4(3) 'wheelchair user dwellings' compliant, with the remaining meeting Category M4(2) 'accessible and adaptable dwellings'. As part of the amendments sought, the dwellings would now provide dwellings which meet the accessibility requirements as set out in Part M of the Building Reg including meeting Category M4 (3) "wheelchair users dwellings". The provision of a fully compliant (wheelchair user dwelling) is very much welcomed and weighs favourably as a benefit.

The Access Officer has reviewed the scheme and raised no objections to the scheme subject to conditions. The application provides two M4(3) 'wheelchair user dwellings' compliant dwellings which would be secured by condition, in the event of an approval (Condition 9). In addition, a condition would be secured in respect to step-free access details (as per the Access Officer's recommendations- refer to Section 6 for further details) (Condition 8).

Subject to above 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 less than 10 additional new residential units 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.

Currently there are some trees to the west boundary and a street tree to the front of the site which contribute significantly to the visual amenities of the area and Harefield Village Conservation Area. The application does not indicate works to the trees would be required to facilitate the development. In the event of an approval, a condition would be secured requiring details of tree protections measures to be submitted to the Council for consideration (Condition 10). No specific details regarding hard and soft landscaping have been submitted therefore a condition pertaining to further landscaping details is also proposed to be attached to the decision notice if minded to approve the application (Condition 12).

Subject to the above conditions, it is considered that the proposed development would not cause harm to any trees. The proposal would therefore accord with Policy G1 of the London Plan (2021) and Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), 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. It is therefore considered that the likelihood of protected species being present at the site is low, despite the eastern boundary of the site adjoining designated Green Belt land. 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.

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.

Refuse collection would continue to be undertaken from Vernon Drive.

In order to conform to accepted 'waste collection distances' from the public highway, a bin storage area should be placed within 10m of a refuse vehicle. As refuse bins are to be positioned to the rear of both units, this parameter is exceeded. However, it is accepted that it is highly likely that an informal on-plot management regime will be established (as is likely to be the case at present) to ensure that any refuse is positioned within the above distance parameter on collection days. This is considered acceptable and the Highways Officer has raised no objections.

7.16 Renewable energy / Sustainability

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

The proposal includes some solar panels along the flanks and rear roof slopes of the which ensures that the scheme contributes in some way to more cleaner energy whilst balancing this requirement with its overall visual impact on the conservation area. The positioning of the panels ensure the visual impact is limited.

It is also noted a Air Source Heat Pump would be situated within the rear gardens sufficiently set in from the neighbouring property to cause limited noise disturbance. Both these additions would help contribute towards reducing carbon emissions.

Policy DMEI 10 of the London Plan (2021), inter alia, requires water efficiency measures in new development. These measures include the collection and reuse of rain water and grey water, as well as a requirement for water usage rates to not exceed 105 litres/person/day. In the event of an approval, these requirements would be secured by condition (Condition 7).

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

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 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020 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 (Condition 7). 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 dwellings (Condition 12).

Subject to the recommended 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 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.

In the event of an approval, a condition would be secured requiring the submission of a Construction Management Plan to minimise noise and other emissions caused during the construction phase as far as practicable (Condition 6).

AIR QUALITY:

Policy SI1 of the London Plan (2021) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) require development proposal to be at least "air quality neutral".

According to the Council's GIS, the site is not designated within an Air Quality Management Zone. As such, there is no need to secure an Air Quality Management Plan, in the event that planning permission were to be granted.

The proposal would provide 4 on-site parking spaces which does not exceed the maximum standards contained within the London Plan. In addition the proposed heating system would be air source heat pumps (zero emission). Therefore in accordance with London Plan Guidance: Air Quality Neutral, in respect to minor applications, the proposal would have acceptable transport and building emissions, and is considered air quality neutral.

In addition, a condition is included requiring the submission of a Construction Management Plan, which would mitigate air and other emissions during the construction phase.

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 new dwellings and is therefore CIL liable, if planning permission were to be granted.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

OTHER MATTERS:

In the event of an approval, a condition would be secured removing permitted development rights from the site to ensure that garages, sheds or other outbuildings, nor extensions or roof alterations to the proposed dwellings at the site are erected without the written consent of the Council. This is considered to be necessary in the interest of safeguarding the character and appearance of the area and amenity of residential occupiers.

PLANNING BALANCE:

Paragraph 205 of the NPPF states that great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Section 7.07 has thoroughly assessed the replacement dwellings and noted that on balance is acceptable from a design perspective. It is noted that the less than substantial harm identified from the larger width would largely be balanced by the unique site circumstances and mitigating factors including the staggered footprint, reduced visibility from the east and the landscaping which provide a level of visual relief. Any remaining harm is balanced by the public benefits from the scheme.

As set out in Section 7.01 (Principle) of the report, the proposal would reintroduce two larger family sized units to the local area. The site has been vacated for a period of time and the creation of two large family units would optimise the use of the land. The application form confirms that both these units would be Council housing stock which would be social rent tenure.

Furthermore, from recent studies there is a demand for larger type of housing proposed (5 bedroom). Planning policies also make reference to the housing need for larger family dwelling units. The provision of 2 x 5 bedroom units would help alleviate this demand. In addition to the social housing provision, both dwellings would provide fully compliant M4(3) 'wheelchair user dwellings'. This further optimises the site and ensures that the properties are flexible and suitable for all potential occupants. It also ensures compliances with the Equalities Act. Both of these factors are considered significant public benefits to the scheme that would outweigh any of the remaining harm.

It is acknowledged that both units 1 and 2, the proposed gardens sizes fall short of the private amenity space standards found in Table 5.3 which weights against the scheme. However, the site is within walking distance of a public park and unit 2 benefits from a side garden which provides a level of semi-private amenity when landscaping matures. This shortfall in private amenity is counter balanced by the sites location with easy access to public parks.

In summary, It is therefore considered, on balance, that the proposal would deliver a high quality, family sized, social housing which would also be M4(3) compliant. While not strictly in accordance with the relevant planning policies and guidance in the Development Plan, the public benefits of the scheme significantly outweigh the concerns.

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 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 (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)

Planning Obligations Supplementary Planning Document (July 2014)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

Government Circular: Biodiversity and Geological Conservation- Statutory Obligations and their Planning System (2005)

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Notes:

 Site boundary

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Planning Application Ref:
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Planning Committee:
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