

Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: **Rhian Thomas**

17969/APP/2024/845

Date Application Valid:	02/04/2024	Statutory / Agreed Determination Deadline:	04/10/24
Application Type:	Full	Ward:	Uxbridge

Applicant: **Mr Roda**

Site Address: **19 Beacon Close, Uxbridge**

Proposal: **Demolition of existing bungalow and erection of two pairs of semi-detached dwellings to provide 2 x 3-bedroom dwellings and 2 x 2-bedroom dwellings plus associated hard and soft landscaping.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 Planning permission is sought for the demolition of existing bungalows and the erection of two pairs of semi-detached dwellings to provide 2 x 3-bedroom dwellings and 2 x 2-bedroom dwellings, plus associated hard and soft landscaping.
- 1.2 Planning permission was previously refused by the Borough Planning Committee in February 2024 (application ref: 17969/APP/2023/1014) for the erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores following demolition of the existing dwelling. The application was refused for 4 reasons which are set out in more detail within Section 4 of this committee report. In summary concerns were raised regarding the design and its departure from the existing pattern of development and character of the area, the excessive provision of hardstanding and the lack of a legal agreement to prohibit future occupiers from joining the local parking management scheme.
- 1.3 The current revised scheme seeks to overcome the previous reasons for refusal by providing 4 new dwellings in the form of two pairs of semi-detached dwellings (2x3 and 2x2 bed) with revised landscaping and parking arrangements. Notably, the scale of the dwellings has been reduced and they have been set back so the front building line does not protrude beyond the front elevation of No.24 Beacon Close. During the assessment of the application the applicant submitted a landscaping drawing which demonstrates that the frontages would no longer be heavily dominated by hard surfacing. Finally, the applicant has submitted a Unilateral Undertaking (UU) which demonstrates that future occupiers of the development will not be eligible to join the local parking management scheme. It is officer's opinion that the changes set out above and described in further detail within this report have satisfactorily addressed the concerns which previously formed the reasons for refusal.
- 1.4 During the process of the application, a petition in objection to the development was received.
- 1.5 The main issues which shall be addressed within this Committee Report relate to the intensification of the site and the impact on the character and appearance of the street scene.
- 1.6 The Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered.

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2 The Site and Locality

- 2.1 The application site is approximately rectangular in shape and is located at the southern end of Beacon Close, which is a cul-de-sac. It comprises a detached, single storey dwelling with a hipped roof and a detached garage with a flat roof located to the north-east of the dwelling. There is a vehicle crossover to the front of the detached garage which emerges onto Beacon Close. There is a second vehicle crossover along the north-western site frontage. Parking on Beacon Close is restricted by a single yellow line and is controlled by Car Parking Zone U8 which restricts parking to allow only permit holders to park within the street parking bays Mondays - Fridays between the hours of 9am to 5pm.
- 2.2 The street scene on Beacon Close is characterised by detached dwellings set-back from the highway. To the west of the site is number 24 Beacon Close, an adjacent detached bungalow that has been extended by single storey side and rear extensions and a rear dormer. To the east of the site, and sited on substantially higher grounds, are the backland developments at numbers 213B and 213C Harefield Road.
- 2.3 According to the Council's GIS, the site is designated within the Colne Valley Archaeological Priority Zone, Northolt RAF- 3km Buffer Zone and an Air Quality Management Area. A section of the highway to the front of the site falls within a Surface Water Flood Zone, although the application site itself does not fall within this designation. The site is in Flood Zone 1 and has a Public Transport Accessibility Level (PTAL) of 1b (poor).

Figure 1: Location Plan (application site edged red)

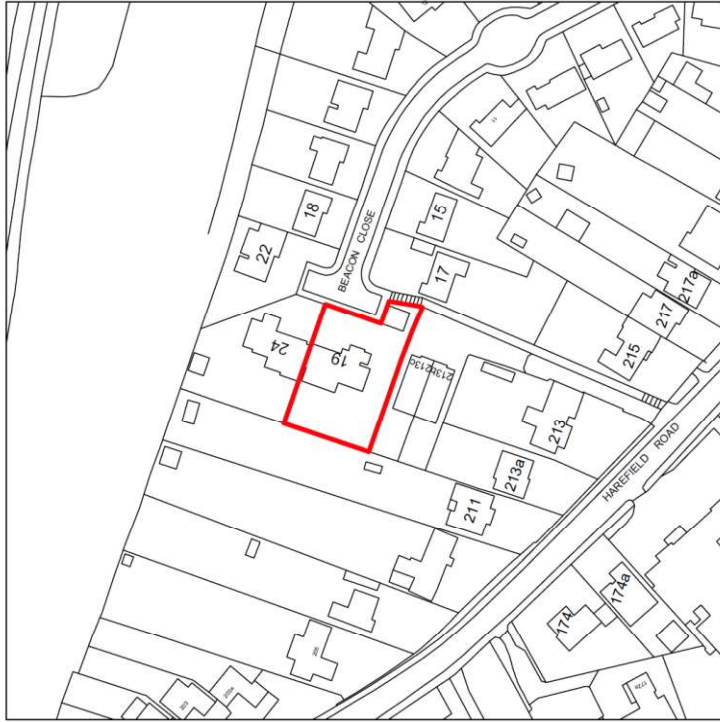


Figure 2: Street View Image of the Application Property



3 Proposal

- 3.1 The application proposes the demolition of the existing bungalow and erection of two pairs of semi-detached dwellings to provide 2 x 3-bedroom dwellings and 2 x 2-bedroom dwellings plus associated hard and soft landscaping. The existing bungalow and its associated detached garage would be demolished.
- 3.2 All 4 dwellings would be market sale properties.
- 3.3 During the process of the application revised drawings were sought and received to amend the front landscaping and parking arrangements and the applicant has provided a Biodiversity Net Gain Assessment.

Figure 3: Proposed Plans (please note – larger version of plan can be found in the Committee Plan Pack)

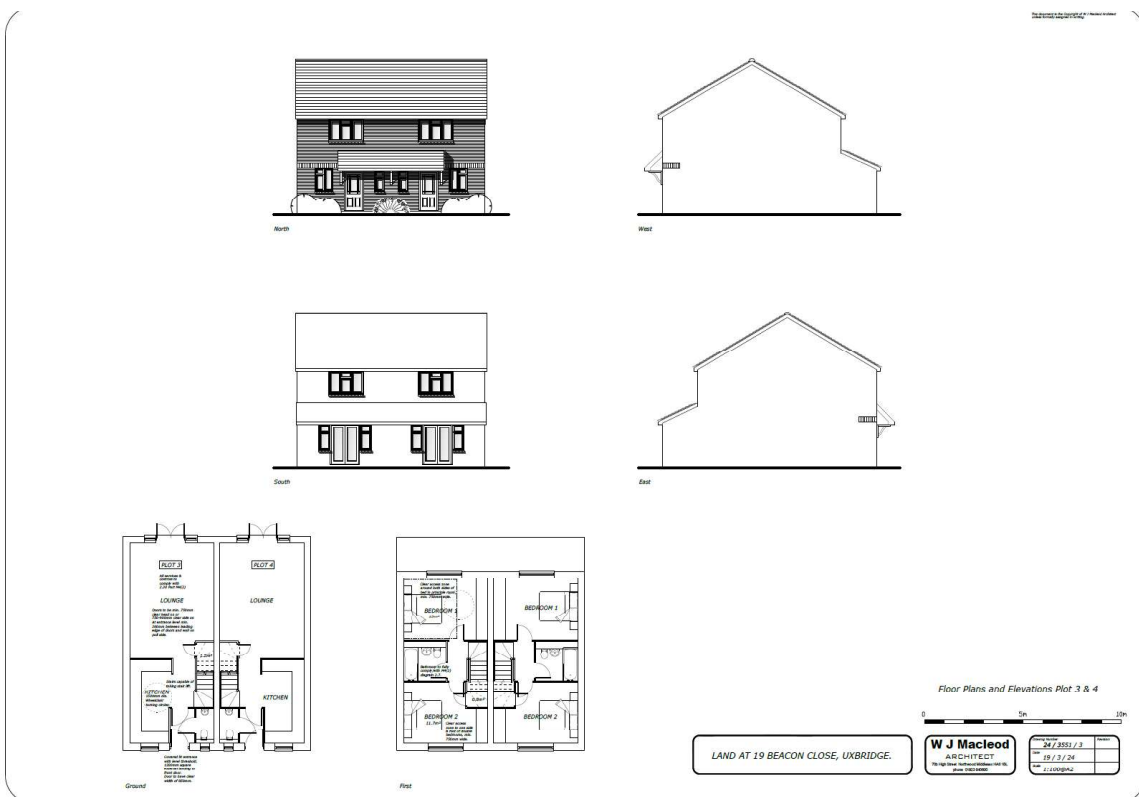
Proposed Site Plan



Proposed Plans Plot 1 and Plot 2



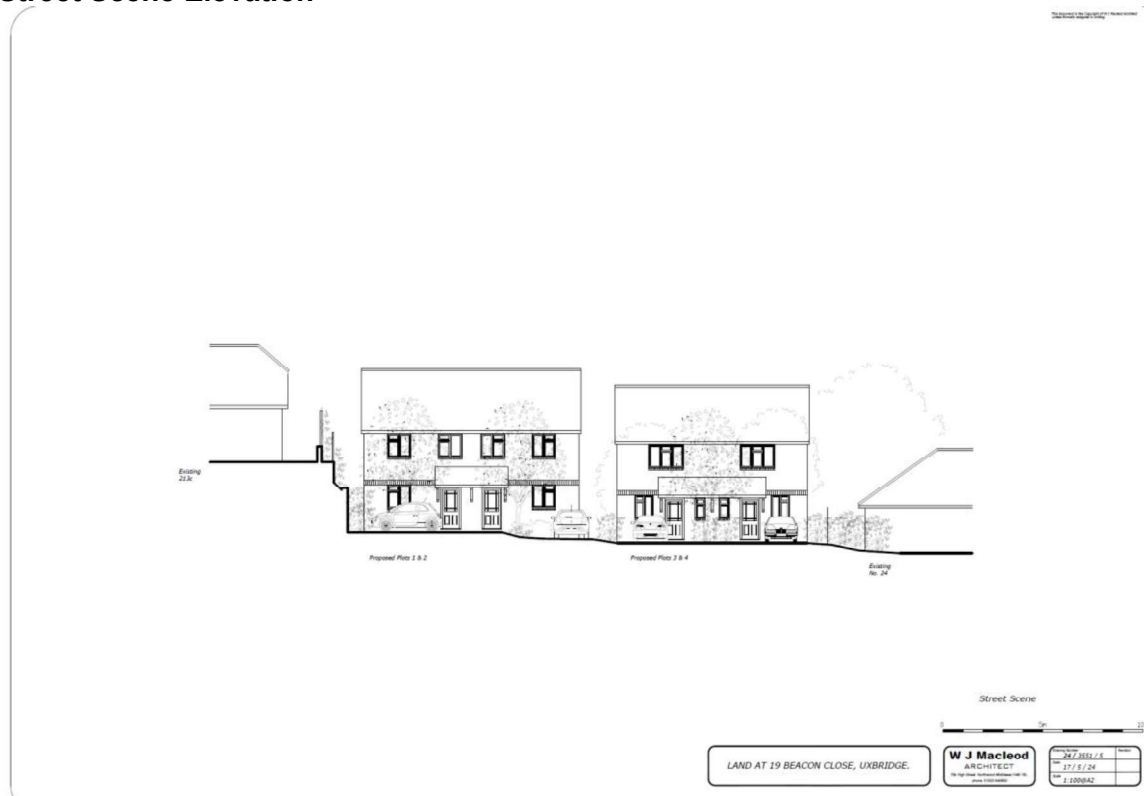
Proposed Plans Plot 3 and Plot 4



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Street Scene Elevation



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 The most recent application at the site was refused permission under planning ref: 17969/APP/2023/1014 for the erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores following demolition of existing dwelling.
- 4.3 The application was refused at the Borough Planning Committee in February 2024 for the following reasons:
 - 4.4 1. The proposed development, by reason of the number of dwellings being proposed, their terraced form, layout and siting, would result in an incongruous form of overdevelopment of the site that would fail to harmonise with the existing local context and prevailing pattern of development on Beacon Close. The principle of intensifying the residential use of the site as proposed, would have a detrimental impact on the street scene and character and appearance of the area as a whole. The proposal is therefore detrimental to the visual amenity and character of the surrounding area and contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).

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- 4.5 2. The proposed development, by reason of its forward projection beyond the established front building line in this section of Beacon Close, plot width, depth, massing, bulk, scale and design, would fail to harmonise with the character and architectural composition of surrounding properties, appearing as an awkward, incongruous and cramped form of development which would be detrimental to the visual amenity of the street scene and harmful to the character and appearance of the surrounding area. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).
- 4.6 3. The proposed development, by virtue of the excessive area of hard standing for the on-site parking provision, negligible soft landscaping and tree planting, removal of the existing front boundary treatment and number and site coverage of associated requirements for cycle stores and refuse bins in the front gardens, would erode and be out of keeping with the existing pleasant, spacious and suburban character of the site and the surrounding street scene on Beacon Close. The proposal would introduce an urbanising form of development that would cause harm to the open and verdant character and appearance of the area. The proposal would therefore have a harmful impact upon the character, appearance and visual amenities of the area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMH 6, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3, D4 and G7 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).
- 4.7 4. In the absence of a legal agreement to cover the required highways work to enable the proposed vehicle crossovers and on-site car parking provision and preventing the issuing of parking permits to future occupiers of the proposed dwellings which are located within a permit-controlled area, the proposed development is likely to lead to an increase in pressure for on-street parking and have a consequent adverse effect on highway safety, through inconsiderate and potential hazardous parking and a risk to road users. The proposal would therefore be contrary to Policy DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies T4, T6 and T6.1 of the London Plan (2021) and paragraph 115 of the National Planning Policy Framework (2023).
- 4.8 The main issue for the current application is whether these reasons for refusal have been overcome.
- 4.9 This current application is a re-submission of the refused scheme. The application seeks to overcome the above reasons for refusal. The main change within this application is the development has been split into two sets of semi-detached properties as opposed to one set of terraced properties with changes to the front landscaping and parking arrangements.

4.10 Overall, as discussed within the relevant sections of this Committee Report, the proposed development is considered to have overcome all the previous reasons for refusal.

5 Planning Policy

5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

6.1 9 neighbouring properties and North Uxbridge Residents Association were consulted on the application by letter dated 16-04-24. The consultation period expired 08-05-24.

Internal and external consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report.

6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of 22 valid signatures has been received against the application	1. Gross Overdevelopment of the site.	Discussed at paragraph 7.6 of this report.
	2. Design is not consistent with the street scene.	Discussed at paragraph 7.13 of this report.
7 individual letters of objection have been received	I. Disturbances due to building work.	Noise and disturbance of building work are governed under separate legislation and is not a material planning consideration. As such this matter has not been discussed further.
	II. Loss of privacy and views.	Discussed in paragraphs 7.26 to 7.30 of this report.

	III. Decrease in property values.	This matter is not a material planning consideration. As such this matter has not been discussed further.
	IV. Increase in flooding and blocked drains.	Discussed at paragraphs 7.67 and 7.68 of this report.
	V. Loss of suburban garden view that is out of character with the surrounding area.	Discussed at paragraph 7.16 of this report.
	VI. Traffic and Parking Concerns.	Discussed at paragraph 7.38 of this report.
	VII. Overdevelopment of the site.	Discussed at paragraph 7.6 of this report.
	III. Impact wildlife, trees and biodiversity	Discussed at paragraph 7.57 and 7.65 of this report.
	IX. Semi-detached properties are out of character with the detached properties in the area.	Discussed at paragraph 7.16 of this report.
	X. There are no social, community or aesthetic benefits.	The proposed development would provide two new family sized units (3 bed properties) and two additional two bed properties which would make a contribution towards the Borough's needs for family sized housing.
	XI. Similar schemes have been refused by the council previously on the plot.	The proposed development differs from previously refused applications in terms of its design, site layout and a

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		full assessment has been made within this report.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Statutory Consultation	
Ministry of Defence:	No objection
Greater London Archaeological Advisory Service (GLAAS):	GLAAS were consulted on the application as the previous applications had them listed as a consultee. However, they did not consider it necessary to be consulted and left no further comment.
Access Officer: This latest proposal for the erection of four terraced houses with landscaping and parking has been reviewed with reference to London Plan Policy D7. No accessibility concerns are raised subject to conditions pertaining to the submission of step free access details, and compliance with the relevant M4 standards.	The comments from the access officer are noted and the relevant conditions will be added to the decision notice.
Highway Officer: The application site has a PTAL ranking of 1b indicating access to public transport is poor compared to London as a whole, suggesting that few opportunities for trips to be made to and from the application site by modes other than the private car would be available. However, it should be noted that the site is located within 10 minutes walking distance the Uxbridge Metropolitan Town Centre which benefits from a PTAL rating of 6. The Town Centre accommodates a train station benefiting from access to two different train lines and a bus station which accommodates multiple bus links as well as accommodating town centre infrastructure such as retail, community space and public open space.	

<p>Access The application site has 2no. vehicle crossovers, with 1no. single crossover serving the existing dwelling and 1no. double crossover serving the existing garage located on the eastern side of the turning head adjacent to the stepped adopted footpath that links Beacon Close to Harefield Road.</p> <p>Drawing 24/3551/1 titled Land At 19 Beacon Close, Uxbridge shows the proposed site layout which provides a single vehicle crossover to Plot 4, extends the existing vehicle crossover to serve Plot 2 and Plot 3 and provides vehicular access to parking spaces for Plot 1 over the existing vehicle crossover to the garage which would be removed.</p> <p>The shared vehicle crossover to Plot 2 and Plot 3 should concur with DVFC 4.2.2 Shared Crossover/Shared Access.</p> <p>Removal of the garage to provide parking for Plot 1 may undermine the structure supporting the steps to the adjacent adopted footpath which would not be acceptable. Further details would be required, and The Structural Engineer should be consulted.</p> <p>Pedestrian visibility splays of 2.4m x 2.4m in which there is no obstruction over 0.6m are required.</p> <p>Car Parking Drawing 24/3551/1 titled Land At 19 Beacon Close, Uxbridge which is the site plan illustrates a total of 6no. car parking spaces for the development which would be in accordance with the London Plan maximum standard and would be acceptable. The applicant should be advised that the Highway Authority would require that the applicant enter a legal agreement that prohibits future occupants of the proposed development from applying for a permit to join any parking management scheme in the vicinity of the application site.</p> <p>Electric Vehicle Charging Points (EVCP's) Drawing 24/3551/1 titled Land At 19 Beacon Close, Uxbridge shows 1no. EVCP for each dwelling which would be acceptable but should amended to show 1no. active 7Kw EVCP for each dwelling which should be conditioned.</p>	<p>Noted and a condition pertaining to the submission of a structural survey to be attached to the decision notice.</p> <p>Noted and conditioned.</p> <p>Noted and a Unilateral Undertaking has been submitted to the Council for review. The UU demonstrates that the applicant agrees to prohibit future occupiers from applying to join the local PMS.</p> <p>Noted and conditioned</p>
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<p>Cycle Parking Drawing 24/3551/1 titled Land At 19 Beacon Close, Uxbridge, indicates that each of the dwellings would benefit from 2no. cycle parking spaces however, the locations are remote from the dwellings and are accessed through narrow gated pathways of approximately 0.8m wide and bound to both sides which would not be acceptable.</p> <p>Conclusion The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application subject to conditions pertaining to the delivery of EVCP provision, further cycle storage details and the submission of a legal agreement to prohibit future occupiers from joining the parking management scheme.</p>	<p>Noted by Officers and a response is set out in paragraph 7.42 of this committee report.</p>
<p>Environmental Specialist: It is considered that a biodiversity net gain solution is capable of being secured for the development and therefore reverting to the statutory pre-commencement condition would be acceptable. However, the solution presented remains unacceptable due to the unreasonable demands placed on a future occupier to retain a relatively high-grade habitat type within the useable private curtilage of the property.</p> <p>A future BNG solution will need to clearly set out how habitat will be managed to retain its distinctiveness. The higher the level of distinctiveness, the more management will be required.</p> <p>It is therefore advisable that any landscaping plans are not part of any subsequent conditional approval as these may change with a future approach to BNG.</p>	<p>The comments made by the Ecology Specialist are noted and the relevant conditions have been added to the decision notice.</p>

7 Planning Assessment

Principle of Development

New Housing and Garden Land Development

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- 7.1 The proposed development would be built upon garden land following the demolition of the existing dwelling. As such, Policy DMH 6 of the Hillingdon Local Plan (2020) would be relevant which states 'there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity'.
- 7.2 Although located on garden land, the principle for residential use has been established through the existing dwelling. Therefore, the intensification of the site and housing mix must be assessed in accordance with Policy DMH 6. The loss of garden land for development will be strongly resisted unless applicants can demonstrate that the development proposal does not present a departure from the existing pattern of development, is designed to compliment the character and appearance of the area, would not result in significant harm to neighbour amenity or the local highway network.
- 7.3 The previous application included the provision of four dwellings in terraced form. This current application has amended the design to include 2 sets of semi-detached properties creating spaces between the properties to maintain the openness of the area. As set out within the character and appearance section of this committee report, the design of the proposal is considered to have an acceptable impact in terms of its impact on local character and would have an appropriate area of amenity space for future occupiers. The impact on existing ecology, trees and biodiversity has been discussed in more ecology and biodiversity sections of this report.
- 7.4 Policy H10 on the London Plan (2021) and Policy DMH2 of the Hillingdon Local Plan (2020) relate to housing mix and the need for family sized housing. The proposed development would provide four new dwellings (2 x 2 bed and 2 x 3 bed) with a net gain of three dwellings. The development would provide 2 family sized dwellings (a net increase of 1) which would make a contribution towards the Boroughs needs for family sized housing. Accordingly, it is considered that the proposal would consist of appropriate mix.
- 7.5 Overall, the principle of the proposed development is accepted and complies with the relevant planning policies. These policies can be read in full in the Committee Report Part 3 - Policy Appendix.

Density

- 7.6 Numerical densities are 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.

Design / Impact on the Character and Appearance of the Area

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- 7.7 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
- 7.8 Policies BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) in summary seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by Chapter 12 of the NPPF (2023).
- 7.9 Beacon Close is comprised of wide detached properties set-back from the highway by front drives and front gardens. In terms of architectural style, the properties along Beacon Close are characterised with gable end roofs, externally finished mostly with brickwork on ground level and cladding at first floor level. The site frontages of the existing properties are typically characterised with low level boundary treatment with a mixture of hard and soft landscaping with space for off-street car parking.
- 7.10 At the turning head of Beacon Close, are two bungalows at numbers 19 Beacon Close (the application site) and 24 Beacon Close. Directly east of the application site lies numbers 213B and 213C Harefield Road, a pair of semi-detached properties approved under application reference 59140/APP/2011/1113.
- 7.11 At present, the application site is characterised by a bungalow property with a low-level brick wall and soft landscaped front garden. There is an area of hard surfacing along the western boundary of the application site for a single-width driveway served by an existing crossover. In the northeastern corner of the plot lies an existing garage structure served by a vehicle crossover.
- 7.12 Beacon Close is a cul-de-sac which features a reasonably uniformed front building line despite the curved nature of the road and comprises of mainly two storey detached dwellings. Whilst the front buildings lines are reasonably aligned, the rear buildings line have become distorted which is mainly due to the construction of residential extensions. Whilst not specifically within Beacon Close, there is an examples of back land development constructed on a site immediately adjacent to the application site which benefitted from permission to construct semi-detached dwellings accessed off Harefield Road. Furthermore No.2F Beacon Close was subject to a planning application for the construction of an attached 3-bedroom house thus forming a semi-detached pair of dwellings. As such it is considered that developments consisting of semi-detached dwellings do contribute to the character and appearance of the area.
- 7.13 This application has been submitted in response to the previous refusal of application reference 17969/APP/2023/1014 and involves the demolition of the existing bungalow and the erection of two sets of semi-detached properties comprising 2 x 2bed and 2 x 3 bed dwellings. In forming reasons for refusal 1 and 2 which relate to the design of the development, concerns were raised with

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regards to the provision of a block of 4 dwellings which formed a terrace. As terraces are uncommon within the immediate context it was considered that the development would result in a departure from the character and appearance of the area and that the design was led by a desire to over intensify the use of the property rather than a development which complimented and enhanced the local character.

- 7.14 In seeking to respond to the concerns raised regarding the proposal of a terraced block, the revised proposal seeks consent for two pairs of semis. The dwellings have been reduced in scale, bulk and mass to create additional space around each pair and would be set apart by a separation distance of 2 metres.
- 7.15 In determining the previous application Officers raised concern with the location of the proposed block as it stepped forward of the front building line at No.21 Beacon Close. The application site is located at the end of the cul-de-sac meaning that the established building line is formed by the two adjacent properties only which are No.24 Beacon Close and No.213c and 213b Harefield Road which a set of semis constructed on a backland development site. The existing dwelling is similar in scale bulk and mass to No.24 Beacon Close and features a small front projection towards the western elevation. The proposed site plan illustrates that the dwellings would be set back further so that they do not protrude beyond the front elevation of No.21 Beacon Close and would be set behind the front elevation of No's 213b and 213c Harefield Road. As such Officers consider that the revised proposal would not result in a departure from the existing pattern of development as shown in figure 3. Furthermore it should be noted that the front building line of No.22 sits well behind the front building line of No.20 Beacon Close meaning that the established building lines within this part of the cul-de-sac are restricted to the to adjacent sites only and in the event that the set back of the front elevation of plots 1 and 2 behind 213c and 213b Harefield Road is no different to the relationship between No.22 and No.20 Beacon Close. As such Officers consider that the revised design responds to the concerns raised when refusing the previous applications.
- 7.16 This proposal is revised in terms of the bulk, scale, mass and general appearance of the proposed dwellings. Although the properties along Beacon Close are detached in nature, they appear very wide as many have benefitted from large extensions and have the appearance of being semi-detached. The proposed dwellings would appear similar in size and design to the surrounding properties and as such would integrate with the character and appearance of the street scene. Furthermore, the elevations indicated that design features from the surrounding properties have been adopted when designing the proposed dwellings. Notably most of the dwellings which form the street scene are two storeys in height characterised by gable ended and tiled roofs, a mixture of brick and tile hung front facades and generous sized front and rear gardens. As referred to earlier in this report, most properties also benefit from various side and rear additions as well as porches some of which are reasonably large in scale. The proposed elevations illustrated the dwellings are of a similar scale, bulk and mass to the surrounding properties, they have been designed with gable ended, tiled roofs, would feature centralise canopies over the front entrance doors and

additional soft landscaping is proposed to the front which is a similar design feature to the other properties within the street scene. Although there would be an uplift of 3 new residential units on the site, the plot is large and reduction in the scale bulk and mass would result in a development which fits comfortably within its context. The unit sizes (number of occupiers) have decreased from the previous application, the design has been improved and the landscaping has been altered. As such, it is not considered that the proposed development would be an overdevelopment of the site

- 7.17 The proposed development would maintain adequate separation distances to the surrounding properties. The dwellings would be set in from the side boundaries by 1m and the two sets of semi-detached properties would have a separation gap of approx. 2m. Given the site levels, the building ridge heights would be staggered, forming a bridge between number 213C Harefield Road and 24 Beacon Close allowing views beyond the dwellings to the south. The building lines of the development would not break the building line of Beacon Close. It is considered that the proposed development would fit comfortably within the plot.
- 7.18 During the process of the application, revised drawings were sought to reduce the width of the front canopy features. It is now considered that the proposed design of the properties would fit in with the character and appearance of the street scene. A condition has been added to the decision notice requiring the sample of materials.
- 7.19 In terms of landscaping, the previous application included a refusal reason due to the 'excessive area of hard standing, negligible soft landscaping and tree planting, removal of the existing front boundary treatment and number and site coverage of cycle stores and refuge stores.' The proposed development has revised the front landscaping with the relocation of the cycle stores to the rear gardens to maintain the local character. The level of tree planting, hedges and planting beds has been increased with the introduction of front lawns to break up the parking areas. It is considered that the proposed front landscaping would fit in with the character and appearance of the street scene given the surrounding properties have a mixture of hard and soft landscaping. The application is supported by an Arboricultural Implications Report which confirms that no trees of high landscape or biodiversity value are to be removed as part of the development. The proposed removal of individuals and groups of trees will represent no alteration to the main arboricultural features of the site, only a minor alteration to the overall character of the site and will not have an adverse impact on the arboricultural character and appearance of the local landscape.
- 7.20 Overall, the proposed design of the development would fit in with the character and appearance of the street scene. The proposed massing and layout is comparable to the majority of dwellings along Beacon Close and retains space and views around the development. The proposed front landscaping has been improved; however, the provision of a detailed landscape plan has been conditioned. It is considered that the proposed development has sufficiently overcome refusal reasons 1, 2 and 3 of the previous refused application reference 17969/APP/2023/1014.

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- 7.21 It is considered that the proposed development would comply with the overarching aims of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the NPPF (2023).

Heritage

- 7.22 The site lies in the Colne Valley Archaeological Priority Area which contains archaeological remains dating from the prehistoric to post-medieval periods. The Greater London Archaeological Advisory Service were consulted on the application and acknowledged receipt of the consultation request. No further response has been received and the consultation period has now expired.
- 7.23 On this basis, it is considered that the proposed development would not cause harm to heritage assets of archaeological interest. The proposal would therefore accord with Policy DMHB 7 of the Hillingdon Local Plan (2020), Policy HC1 of the London Plan (2021) and the NPPF (2023), in this respect.

Impact on the Green Belt

- 7.24 The application site does not lie within the Green Belt.

Residential Amenity

- 7.25 The previously refused scheme was not considered to have a significant harmful impact on the neighbouring properties through a loss of light and outlook (reference 17969/APP/2023/1014) This remains the case with this current scheme. An assessment of the potential impact on neighbouring residential amenity is discussed as follows.
- 7.26 Number 24 Beacon Close is a detached bungalow located to the west of the application site. Plot 4 would be the closest of the proposed properties to this neighbour. It would be sited approx. 1m from the side boundary and be two stories in nature. The dwelling would contain no ground or first floor flank windows which would face this neighbour and as such there would be no harmful level of overlooking or loss of privacy. The proposed ground floor would extend marginally beyond the single storey rear extension at No.24; however, it is not considered that this would cause any harmful loss of light or overshadowing.
- 7.27 It is acknowledged that the proposed first floor rear windows would provide oblique views into the rear gardens of No.24 Beacon Close and Nos. 213B and 213C Harefield Road and long views towards the end of the rear gardens of the properties fronting Harefield Road. However, a mutual degree of overlooking between first floor windows and rear gardens of neighbouring properties already exists, which is not uncommon in suburban locations such as this. It is therefore considered that the proposed first floor rear windows would not result in such a material loss of privacy as to warrant a reasonable ground for refusal on this basis.

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- 7.28 Numbers 213B and 213C Harefield Road are two-storey properties located to the east of the application site. These neighbouring properties sit on substantially higher ground than the application site. The rear building line of the proposed dwelling on Plot 1 would not breach the 45-degree line of sight taken from the nearest first floor rear habitable window at No. 213C Harefield Road. There would be ground and first floor flank windows within the dwelling at plot 1, however due to the high ground position of no.213C, there would be no level of overlooking or loss of privacy. Taking these factors into account, and the south facing aspect of Nos. 213B and 213C, it is considered that the proposal would not result in an unreasonable loss of light, outlook or sense of enclosure for these neighbouring occupiers and their associated private amenity space.
- 7.29 Plot two would include the provision of two ground floor flank windows and one upper floor flank window facing Plot 3. However, as Plot 3 does not contain any flank windows there would be no level of overlooking or loss of privacy.
- 7.30 Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would therefore comply with Policy DMHB 11 part B) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

- 7.31 Regarding internal accommodation, 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. Table 3.1 of the London Plan (2021) set out the same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) Aligns with this policy.
- 7.32 The proposed development comprises 4 new dwellings (2x2 bed and 2x3 bed) The proposed 3bed semi-detached properties would have a GIA of approx. 102.5sqm and would house up to 5 people.
- 7.33 The proposed 2bed semi-detached properties would have a GIA of approx. 79sqm and would house up to 4 people. All properties would meet the internal space standards of the London Plan (2021). It is considered that all habitable rooms would have an adequate source of light and outlook. As such the proposed development complies with Policy D6 of the London Plan (2021) and Policy DMHD 16 of the Local Plan (2020).
- 7.34 With regard to external amenity space, Policy DMHB 18 of Local Plan (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 two and three bedrooms to provide a minimum of 60 square metres of private genuinely usable amenity space.

- 7.35 Plots 1 and 2 would have approx. 70sqm of rear garden space each and plots 3 and 4 would have approx. 64sqm each complying with Policy DMHB 18. The proposal would provide the future occupiers of the proposed dwellings with external private amenity space provision that is of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

Highways and Parking

- 7.36 The application site is located at the end of the turning head on Beacon Close, a residential cul-de-ac with 30mph speed limit which is subject to a single yellow line parking restrictions Monday-Saturday between 8am and 6:30pm. An adopted stepped footpath runs from the northeastern corner of the turning head to Harefield Road.

Access

- 7.37 The application site has 2no. existing vehicle crossovers with one serving the existing dwelling and one serving the existing detached garage located on the eastern side of the turning head adjacent to the stepped footpath. Drawing no 24/3551/1 Rev A shows the proposed site layout which shows an additional crossover to serve Plots 2 and 3. Upon review of the proposal the Local Highway Authority requested that the crossover to the front of x be located at least 1 metre away from the existing lamppost column. In response to this drawing reference 24/3551/1 Rev A illustrates that the crossover is located 1 metre away from the lamp column which complies with The London Borough of Hillingdon Domestic Vehicle Footway Crossover policy (DVFC) 2022 4.9 Street Furniture and Traffic Calming document. Subject to the submission of a plan indicating pedestrian visibility splays of 2.4m x 2.4m in which no obstruction over 0.6m can be implemented which will be secured by way of condition, no objections are raised to the provision of new crossovers to serve the proposed development.

Parking

- 7.38 The London plan table 10.3-Maximum Residential Parking Standards allows dwellings in outer London with a PTAL of 1b to have a maximum of 1.5 spaces per dwelling. The proposed development would provide 2no car parking spaces each for the 3-bedroom dwellings and 1no car parking spaces each for the 2-bedroom dwellings which would be in accordance with the London plan maximum standards. Plot 2 would benefit from a tandem parking space, whilst this is not the ideal parking situation, the property would be for one single family, and it is considered that the need for 2 parking spaces for the 3-bed dwelling in a PTAL ranking area of 1b outweighs the negatives of the tandem parking space. On balance the layout of car parking spaces is considered acceptable.
- 7.39 As per the Local Highway Authority comments, due to the limited provision of off-street parking and prevention of parking stress in the local area it is necessary to restrict future occupiers of the dwellings entering parking permit schemes. A Unilateral Undertaking has been drafted and will be reviewed by the Councils

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Legal Team. The Unilateral Undertaking will need to be submitted and reviewed before the decision of the application is released. Although yet to be signed, the provision of the agreement in draft form is adequate demonstration that the applicant will agree to a restriction on future occupants joining the parking management schemes in the local area.

Electric Vehicle Charging Points

- 7.40 The published London Plan (2021) required that 20% of car parking spaces have active Electric Vehicle Charging Points (EVCP) and 80% of spaces have passive EVCPs. Drawing 24/3551/1 Rev A shows 1no. EVCP for each dwelling which would be acceptable, however this should be amended to show 1no active 7Kw EVCP. This is to be secured by condition.

Cycle Parking

- 7.41 The Published London Plan (2021) Table 10.2 Maximum Cycle Parking Standards requires dwellings with two or more bedrooms to have a minimum of 2no. cycle parking spaces which are shown on Drawing 24/3551/1 Rev A. The cycle storage is located within the rear gardens accessed by individual paths. It is considered that the number of cycle storage is acceptable for the development.
- 7.42 It is noted that the Highway Authority has concerns regarding the location of the cycle storage to the rear of the properties due to the 0.9m wide footpaths. However, from reviewing the revised block plan showing revised landscaping and parking arrangements it is considered that the cycle storage located in the rear gardens of the dwellings form a better design compared to a front garden position. If the cycle storage were to be located to the front of the dwellings it would require additional hard surfacing which was raised as a design concern when refusing the previous application and cycle storage in front gardens is not a common feature within the street scene. In fact, the location of cycle parking within rear gardens is a common arrangement for residential properties. Therefore, it is considered on balance an acceptable arrangement. A condition has been added to the decision requiring the details of the cycle storage including their dimensions, materials and location.

Other Matters

- 7.43 The application is bounded by a public right of way which adjoins the western boundary. As there is a land level change which slopes away as you travel east, steps are located towards the bottom of the footpath. In assessing the proposals, the Local Highway Authority have suggested that a structural survey is undertaken to ensure the structural integrity of the wall is not compromised during the construction of the development. A condition pertaining to the submission of a structural survey is to be attached to the decision notice.

Conclusion

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- 7.44 The Highway Authority have been consulted on the application and are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and officer no objection to the application subject to certain conditions.

Noise

- 7.45 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.
- 7.46 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. A condition has been added requiring the submission of a Construction Management Plan to minimise noise and other emissions caused during the construction phase as far as practicable.

Air Quality

- 7.47 Local Plan Policy DMEI 14 states:
Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2023) at Chapter 15.
- 7.48 The development site is located within an Air Quality Management Area. The proposal would result in 3 additional homes at the site, their occupiers would have access to 6 car parking spaces with 4 being served with active vehicle charging points (covered by way of a condition). Whilst the development would result in a net increase in trip generation, the number of trips would be de minimis and therefore it would not be justifiable to require mitigation be secured by way of condition. Notwithstanding this point given the constraints of the site and its located within a cul-de-sac; the applicant will need to submit a Construction Management Plan to minimise air and other emissions caused during the construction phase. This condition is recommended to be added to the decision notice.

Accessibility

- 7.49 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 at least ten percent of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

7.50 The Councils Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility subject to conditions pertaining to step free access which have been added to the decision notice.

Trees and Landscaping

7.51 An Arboricultural Impact Assessment has been submitted with the proposed development. The submitted Arboricultural Report indicates that five trees would be felled, all being 'Category C' specimens. In principle, the loss of these low value trees is acceptable. However, consideration also needs to be given to the proposed landscape scheme, and replacement tree planting.

7.52 The proposed development would include landscaping works to the front of the site to include new areas of hardstanding for vehicle parking and soft landscaping. The previous refused application states that 'the proposal would still introduce an urbanising form of development that would not integrate well with its surroundings. The proposed replacement trees and landscaping would not mitigate the harm caused to the character and appearance of the area.'

7.53 The current application seeks to overcome the previous refusal reason by a revised front landscaping scheme. As discussed within the Character and Appearance section of the report, the proposed design of the development would not cause harm to the character and appearance of the street scene and would integrate within the surrounding properties. The level of hard surfacing has been reduced with the introduction of front lawn areas and trees to integrate with the surrounding properties. Subject to a comprehensive landscape plan which has been conditioned it is considered that the proposed development would comply with Policy DMHB 14 of the Hillingdon Local Plan (2020) and has sufficiently overcome refusal reason 3 of planning reference 17969/APP/2023/1014.

Ecology

7.54 The site is in proximity to The Alder glade Nature Reserve and Frays Farm, which is a designated Nature Conservation Site of Local Importance. It is therefore considered that the site is located within habitat that matches that where bat roosts have previously been found in the Borough.

7.55 A Preliminary Ecology Appraisal and Preliminary Roost Assessment has been submitted with this application. The report methodology includes a desk top survey and walkover survey to determine the potential presence of protected and notable species. This concluded that the site was not suitable for, or no evidence was documented of, a number of notable species.

7.56 In respect to bats, due to the small size of the site, small number of trees and better-quality habitats at Alder glade Nature Reserve and Frays Farm, the site was determined to be of limited value to foraging and commuting bats. In respect to opportunities for bat roosts, the main dwelling was concluded to be of low potential with limited entry points into the loft (for example lifted roof tiles) and no

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evidence of bat activity found in the loft space (for example droppings, feeding remains or urine staining). The garage and shed on site were considered to have negligible potential for roosting bats due to the roofing felt on these structures being in good condition and tightly sealed.

- 7.57 The proposal satisfactorily demonstrates that there would be no harm to protected species and their habitats. The paragraphs below discuss issues relating to biodiversity.

Biodiversity Net Gain

- 7.58 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for major developments on 12 February 2024 and small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The landowner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.
- 7.59 Policy 15 of the National Planning Policy Framework (2023) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.
- 7.60 Paragraph 8.6.6 of Policy G6 of The London Plan (2021) states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. Losses should be avoided, and biodiversity offsetting is the option of last resort.
- 7.61 Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced, with particular attention given to improving biodiversity from all development.
- 7.62 Paragraph 6.28 of Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at the validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity - Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.

- 7.63 During the process of the application a Biodiversity Net Gain Assessment was requested and provided. The Council's Environmental Specialist has reviewed the documents and concluded that the habitat proposed to be provided is not appropriate for an urban setting and consequently has artificially raised the biodiversity score. The introduction of 'other neutral grassland' will be located adjacent to parking spaces and around the access tracks and will not therefore operate in a manner that is captured by this habitat requirement. It is not appropriate to select a higher scoring habitat type to artificially raise the BNG assessment levels.
- 7.64 Notwithstanding the above paragraph, the Environmental Specialist believes that a biodiversity net gain solution is capable of being secured for the development and therefore reverting to the statutory pre-commencement condition would be acceptable. However, the solution presented remains unacceptable due to the unreasonable demands placed on a future occupier to retain a relatively high-grade habitat type within the useable private curtilage of the property. A future BNG solution will need to clearly set out how habitat will be managed to retain its distinctiveness. The higher the level of distinctiveness, the more management will be required.
- 7.65 As such, the application would be able to provide a 10% increase in biodiversity, therefore the statutory condition has been added to the decision notice. However, a comprehensive landscape plan would need to be provided to ascertain how the 10% increase is met. No landscaping plans will be approved within this application.

Flooding and Drainage

- 7.66 Policy SI12 and SI13 of the London Plan (2021) require, in summary, that flood risk is minimised and mitigated, and that surface water runoff is managed close to source.
- 7.67 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.
- 7.68 A section of the highway to the front of the application site is designated within a Surface Water Flooding Zone. A condition requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs) has been added to the decision notice.

Waste Management

- 7.69 Policy DMHB 11 part (d) of the Hillingdon Local Plan (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.

- 7.70 The proposed landscape plan does not show any provision for refuse and recycling storage. To conform with the Council's 'waste-collection' distance parameter of 10 metres, refuse, recycling and food waste would need to be deposited kerbside on collection day. It is assumed that the proposed dwellings could store waste to the rear of the properties in individual gardens due to their semi-detached design. A suitable condition has been added to the decision notice requiring the provision and details of refuse storage to be provided.

Sustainability

- 7.71 Policy DMEI 2 of the Hillingdon Local Plan (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.
- 7.72 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is applicable, the London Plan Policy applies more specifically to major scale applications. The applicant is therefore not required to submit an energy statement with the application or demonstrate a policy level of on-site savings. Notwithstanding this point, the modern construction of the development would be considered as providing sufficient energy savings itself and therefore the development would comply with the principles of the carbon saving development plan policies.
- 7.73 A condition will be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).
- 7.74 The proposal would therefore be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Airport Safeguarding

- 7.75 Policy DMAV 1 of the Hillingdon Local Plan (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.
- 7.76 The application site is within 3km of the RAF Northolt Zone. However, as the site is within an established residential area within this zone, it is considered that visibility and audibility of aircraft operations associated with RAF Northolt would not be of significant harm to the living conditions of future occupiers. It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the residential amenity of the future occupiers, in respect

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to aircraft noise associated with RAF Northolt. The Ministry of Defence were also consulted on the application and have no objection to the proposed development.

Land Contamination

- 7.77 Policy DME1 12 of the Local Plan (2020) states that for sites which are identified as being at potential risk of land contamination a contaminated land report detailing the history of contamination on site, relevant survey work and findings should be submitted in support of the application.
- 7.78 The application site is not located on contaminated land therefore a survey is not required nor are conditions pertaining to the submission of further information.

Fire Safety

- 7.79 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety.
- 7.80 The application is not supported by a fire safety strategy. A condition pertaining to the submission of a fire safety strategy which is to be compiled by a suitably qualified individual in accordance with the criteria set out in Policy D12 is to be attached to the decision notice.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 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

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erection of new dwellings and is therefore CIL liable if planning permission is granted.

9 Conclusion / Planning Balance

- 9.1** On balance, the proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Additionally, adequate living accommodation would be provided for future residents. The proposal would contribute additional family sized dwellings to the borough's housing stock. The proposal is considered to overcome all of the previous applications reasons for refusal.
- 9.2 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

17969/APP/2024/845

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 Time Limit

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

REASON

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

2. RES4 Accordance with Approved Plans

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

The Location Plan

24-3551-1 Rev A

24-3551-2 Rev A

24-3551-3

24-3551-5

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

Prior to commencement of the hereby approved development (excluding demolition and site clearance), 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

2. Details of Hard Landscaping

2.a Refuse Storage (including location, dimensions and materials)

2.b Cycle Storage (including location, dimensions and materials)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including the provision of one 7Kw active Electric Vehicle charging

Points for each dwelling)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

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 DMHB5, DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

4. RES7 Materials (Submission)

Save for demolition and site clearance works, no above ground works shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

5. RES6 Levels

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).

6. 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).

7. NONSC Block Plan

Notwithstanding the landscape arrangements shown on drawing number 24-3551-1A. The approved drawing is to be read as a block plan only. The landscaping works would be subject to review post permission.

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 DMHB5, DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021). and to ensure the development delivers a Biodiversity Net Gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

8. NONSC Sustainable Urban Drainage (SUDs)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy SI5 of the London Plan and will:

- 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; and
- 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 S12 and 13 of the London Plan (2021).

9. NONSC Ecological Enhancement scheme

No development shall take place until a Biodiversity Net Gain scheme to deliver a 10% increase in biodiversity value relative to the pre-development value of the onsite habitat has been submitted to and approved by the Local Planning Authority. The scheme shall include full details of the measures to enhance natural habitats; this must include a robust landscaping strategy which considers biodiversity value as well as the inclusion of features such as bird boxes across the site.

The approved details shall be implemented prior to development and maintained for the life of the development.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

10. NONSC Habitat Management Plan

No development shall take place on any part of the site until a written 30-year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority.

The approved HMP shall be strictly adhered to, and development shall commence and operate in accordance with it.

The HMP should, as a minimum, include:

- a) Description and evaluation of the features to be managed.

- b) Aims, objectives and targets for management.
- c) Description of the management operations necessary to achieving aims and objectives.
- d) Prescriptions for management actions.
- e) Preparation of a works schedule, including an annual works schedule.
- f) Details of the monitoring needed to measure the effectiveness of management.
- g) Details of the timetable for each element of the monitoring programme and;
- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage.

REASON

To ensure the development delivers a Biodiversity Net Gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

11. NONSC Structural Survey

Prior to commencement, details of the proposed works to the embankment, including any excavation, shall be confirmed in writing to the Local Planning Authority. This shall include a conditions survey of the adjoining footway on Beacon Close, details of how the integrity of this foot way will be maintained, and a commitment to the repair of any damage to this footway as a result of adjacent works during the construction and operation of the development.

REASON

To ensure that the development does not compromise the structural integrity of the embankment adjoining Beacon Close and does not in turn compromise the safety of pedestrians or highway users, in accordance with Policies DMT 2 and DMT 5 of the Hillingdon Local Plan: Part 2 (2020).

12. NONSC Fire Strategy

Prior to development a detailed fire safety strategy compiled by a suitably qualified assessor shall be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure the proposed development complies with fire safety regulations and Policy D12 of the London Plan (2021).

13. RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and

shall be maintained free of all obstacles to the visibility which shall not exceed a height of 0.6m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with Policy DMT 2 of the Hillingdon Local Plan Part 2 (2020).

14. 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) subject of this permission shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

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

15. NONSC Construction Logistics Plan

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

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

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

REASON

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

16. NONSC M4(2) Compliance

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.

Informatives

1.

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

- i) the application for planning permission was made before 2 April 2024;
- ii) planning permission is granted which has effect before 2 April 2024; or
- iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be

taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

2.

The development hereby approved includes the carrying out of alterations to a vehicular access. Prior to undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the London Borough of Hillingdon website <https://www.hillingdon.gov.uk/dropped-kerb-form>

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. 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.

5. 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.

6. 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy

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

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

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

153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan 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 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP 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 H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

Appendix 2: Relevant Planning History

17969/APP/2022/3338 19 Beacon Close Uxbridge

Erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores

Decision: 25-01-2023 Refused

17969/APP/2023/1014 19 Beacon Close Uxbridge

Erection of four terraced dwellings incorporating landscaping, parking provision, waste and cycle stores following demolition of existing dwelling.

Decision: 15-02-2024 Refused

17969/PRC/2022/75 19 Beacon Close Uxbridge

Redevelopment of site to incorporate 4 dwellinghouses

Decision: 05-10-2022 Objection

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

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 2 Housing Mix

DMH 6 Garden and Backland Development

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D3	(2021) Optimising site capacity through the design-led approach
LPP 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 H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF4 -23	NPPF4 23 - Decision making
NPPF9 -23	NPPF9 23 - Promoting sustainable transport