

Report of the Head of Planning & Enforcement Services

Address 2 HILLIARD ROAD NORTHWOOD

Development: Part two storey, part single storey rear/side extension, conversion of roofspace to habitable use with rear dormer and conversion of enlarged dwelling to 1 three-bedroom, 1 two-bedroom and 1 one- bedroom flats, involving a cycle store in rear garden and demolition of existing attached garage.

LBH Ref Nos: 34684/APP/2010/2013

Drawing Nos: Design & Access statement
1:1250 Location Plan
2188/7
2099/10
2099/11
2188/20
2188/21
2152.51
2152.54
Two A4 Photographs

Date Plans Received: 27/08/2010 **Date(s) of Amendment(s):**
Date Application Valid: 14/09/2010

1. SUMMARY

Members may recall a previous similar application to extend and convert this property within the Old Northwood Area of Special Local Character to 3 one-bedroom and 1 three-bedroom flats, involving the erection of a part two storey, part single storey side and rear extension and conversion of the roofspace to habitable use, with the installation of a rear dormer window and one front and two rear rooflights which was included on the North Committee agenda for the 22nd June 2010 meeting. However, the application was withdrawn by the applicant before it could be considered by Members.

This application has been amended in an attempt to overcome the officers suggested reasons for refusal. However, it is considered that the proposed extension is still not sufficiently subordinate and fails to harmonise with the original property, the shared use of the rear amenity space would result in inadequate privacy being provided at the rear for the grounds floor flat and the proposal still fails to comply with the Council's adopted car Parking Standards. It is, therefore, recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposed two storey side and rear extension, by reason of its siting, bulk, design and fenestration, would fail to appear subordinate to the original dwelling and would fail to harmonise with the design and proportions of the original house. As such, the proposal would be detrimental to the character and appearance of the original property and the surrounding Old Northwood Area of Special Local Character, contrary to Policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan Saved

Policies (September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

The proposed shared use of the rear garden area would not afford an appropriate level of privacy to the rear habitable rooms of the ground floor flat. As such, the occupiers of this unit would be overlooked to an unacceptable degree. The proposal would therefore not provide a suitable level of residential amenity for these occupiers, contrary to policy BE21, BE23 and BE24 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The proposal involves the loss of an off-street car parking space and fails to make adequate off-street parking provision to serve the proposed flats in accordance with the Council's adopted Car Parking standards. The proposal would therefore be likely to give rise to additional on-street car parking, to the detriment of highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

H7	Conversion of residential properties into a number of units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
LPP 4A.3	London Plan (February 2008)
HDAS	Residential Extensions Residential Layouts Accessible Hillingdon
SPG	SPD Planning Obligations, July 2007
PPS3	Housing
LP	Mayor's Interim Supplementary Guidance, April 2010

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The applicants are advised that the submitted plans are not consistent. For instance, the proposed elevation drawing, Drw. No. 2/88-21 shows the two storey side extension having a small set back from the adjoining front elevation of the house, whereas it shows in alignment on the floor plans (Drw. No. 2/88-20). Should a re-submission be made these matters should be addressed.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the eastern side of Hilliards Road, some 36m to the north of its junction with Pinner Road. It forms the first property fronting the road, and is a good quality, late Victorian/Edwardian end of terrace house. The terrace of 4 has a degree of uniformity in that the houses have double height canted bays below timbered gables, sited adjacent to recessed front doors set behind arched openings. The two central properties have paired front doors positioned side by side. No.2 does differ somewhat in that it has a two storey set back to one side with a cut away eaves detail which appears to be original. The house also has an original projecting two storey rear wing and a later attached side garage. There is also a large outbuilding at the end of the rear garden.

Adjoining the site along the southern side boundary is a footpath to the rear of the adjoining retail parade fronting Pinner Road, which mainly provides access to the first floor flats. The rear yard areas of the parade are mainly used in connection with the commercial units. The application site forms part of the Old Northwood Area of Special Local Character as identified in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

3.2 Proposed Scheme

Planning permission is sought to convert the dwelling to 1 one-bedroom, 1 two-bedroom and 1 three-bedroom flats, involving the erection of a part two storey, part single storey side and rear extension with side and rear gables and use/conversion of the proposed and existing roofspace to provide habitable space, with the installation of a rear dormer window. The proposal would involve the demolition of the existing side garage and the

rear wall of the existing rear gable.

The side extension would be 2.8m wide and extend to the side boundary. It would have an overall depth of 8.8m, set back from the recessed part of the front elevation by 150mm and projecting by 3m at the rear from the main rear elevation of the property (0.5m beyond the existing projecting rear gable). The two storey rear gable extension would have a width of 6.3m, set in 3.2m from the side boundary with No.4 Hilliard. The ground floor of the rear extension would have an overall width of 9.4m, extending across the full width of the original house and proposed side extension. The side and rear elements of the extension would be finished with gable ends with windows, with a ridge height 600mm lower than that of the main roof. The rear dormer would be 1.4m wide, 1.95m high, set up from the eaves by 500mm.

The ground floor would comprise the three-bedroom flat, the first floor the two-bedroom flat and the converted extended roof space a one-bedroom flat. One off-street parking space is proposed in front of the side extension.

3.3 Relevant Planning History

Comment on Relevant Planning History

A previous application (34684/APP/2010/841) to extend and convert this property to 3 one-bedroom and 1 three-bedroom flats, involving the erection of a part two storey, part single storey side and rear extension and conversion of the resultant roofspace to habitable use, with the installation of a rear dormer window and one front and two rear rooflights was withdrawn on the 18th June 2010, following the inclusion of the officer's report on the North Planning Committee agenda for the meeting on the 22nd June 2010, with a recommendation for refusal. The recommended reasons for refusal were as follows:-

1. The proposed two storey side and rear extension, by reason of its siting, bulk, matching ridge height with the original roof and design, would fail to appear subordinate to the original dwelling and the side extension would accentuate the unwieldy and awkward design of the two storey set back at the side of the house. As such, the proposal would be detrimental to the character and appearance of the original property and the surrounding Old Northwood Area of Special Character, contrary to Policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2009) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.
2. The proposed rear dormer, by reason of its siting, bulk and size, would fail to appear subordinate within the rear roof slope, and would be detrimental to the character and appearance of the original property and the surrounding Old Northwood Area of Special Character. The proposal is therefore contrary to Policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2009) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.
3. The application property is not of a sufficient size to provide a suitable scheme of residential conversion and one of the proposed ground floor one-bedroom flats and the three-bedroom first floor flat would fail to provide an adequate internal floor area to afford an adequate standard of residential amenity to future occupiers. As such, the proposal would result in sub-standard residential accommodation, contrary to Policy BE19 of the adopted Hillingdon Unitary Development Plan and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4. The proposed shared use of the rear garden area would not afford an appropriate level of privacy to the rear habitable rooms of the ground floor flats. As such, the occupiers of these units would be overlooked to an unacceptable degree. The proposal would therefore not provide a suitable level of residential amenity for these occupiers, contrary to policy BE23 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

5. The proposal involves the loss of off-street car parking spaces and fails to make off-street parking provision to serve the proposed flats. No information has been submitted in connection with the on-street parking situation in support of the proposal. In the absence of information the proposal is considered likely to give rise to additional on-street car parking, detrimental to highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

6. The proposal fails to make provision for covered and secure cycle storage, in accordance with the Council's adopted cycle parking standards. The proposal would therefore be likely to encourage reliance upon the private car, contrary to energy efficiency and sustainability objectives, Chapter 3C of the London Plan (February 2008) and Policy AM9 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7. The proposal fails to satisfy Lifetime Homes standards, contrary to Policies 3A.5 and 4B.5 of the London Plan (February 2008) and the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon January 2010.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

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|--------|---|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. |
| PT1.15 | To enable the conversion of residential properties to create more units, provided the additional units are suitable to live in and the character of the area and amenities of the adjoining occupiers are not harmed. |
| PT1.16 | To seek to ensure enough of new residential units are designed to wheelchair and mobility standards. |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed. |

Part 2 Policies:

- | | |
|------|--|
| BE5 | New development within areas of special local character |
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
H7	Conversion of residential properties into a number of units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
LPP 4A.3	London Plan (February 2008)
HDAS	Residential Extensions Residential Layouts Accessible Hillingdon
SPG	SPD Planning Obligations, July 2007
PPS3	Housing
LP	Mayor's Interim Supplementary Guidance, April 2010

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th October 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

26 neighbouring properties have been consulted and a site notice has been displayed. 7 individual responses have been received, together with a petition comprising 50 signatories. The petition states:

'We the following residents of Hilliard Road, London Borough of Hillingdon, call on the London Borough of Hillingdon to refuse planning permission for the conversion of 2 Hilliard Road, Northwood into 3 flats.

* The existing property, a 3 bedroom modest sized family dwelling is below the size of properties in the Borough considered appropriate for subdivision.

* Lack of parking for 3 flats - the existing garage is lost, the remaining space is substandard in size and yet a total of 4.5 spaces is required by the Borough's parking standards.

* Parking in Hilliard Road is already a severe problem and this proposal without adequate parking will add to the traffic congestion and safety issues already prevalent in the road.

* Approval of this application will set an unfortunate precedent in Hilliard Road that will lead to the conversion of other family sized properties in the road.

* To approve this application would be clearly contrary to a number of policies of the Hillingdon Unitary Development Plan, including Policies BE19, AM7 and AM14.'

The individual responses raise the following points:

(i) Road has been designated an area of special local character which consists of mainly Victorian terraced family homes. There is no room for this scheme which would look hideous, out of keeping with the local architecture and the rest of the terrace;

(ii) With demolition of the garage, parking for 3 flats will be limited to a single tiny space whereas parking standards require 1.5 spaces per flat. This end of Hilliard Road is already extremely congested and parking is a chronic problem and does not have the capacity to accommodate additional on-street parking. Parking problems on Hilliard Road will be discussed at meeting in Civic Centre on 13th October;

(iii) This is a modest end of terrace property that is not large enough to convert into flats. None of the properties in the road have been converted as properties not suitable;

(iv) Scheme barely differs from previous scheme and not taken into consideration any of the previous objections. Although number of flats has been reduced from 4 to 3, the number of bedrooms remains the same at 6;

(v) Scheme will have serious impact on the residential amenities of the occupiers of No. 4 Hilliard Road;

(vi) Scheme contrary to many policies in the UDP;

(vii) Access to first and second floor flats is via a shared footpath and a side gate. This maybe alright for access but not in an emergency, particularly as rubbish bags are left here;

(viii) The outbuilding in the rear garden has light, heat and plumbing and we are concerned about its future use;

(ix) None of the other properties on Hilliard Road have been converted into flats and this scheme would set an unfortunate precedent;

(x) Proposal would exacerbate drainage problems at this end of Hilliard Road;

(xi) There has been no consultation with surrounding neighbours, contrary to current central Government advice;

(xii) Scheme should be rejected on the grounds on the first petition and our original letter.

Northwood Residents Association:

BE13 and BE21: The bulk of this development is not in keeping with the street scene and this is in Old Northwood, an area of architectural interest.

Parking: Hilliard Road contains narrow properties that allow 1.5 car lengths outside each dwelling. There is insufficient parking at present and according to Annex 1, para. C3 there should be a minimum of four parking spaces for this proposed development.

Northwood Hills Residents Association:

The recent planning application by Mr Pandya proposes to convert a single dwelling into 3 individual dwellings. This would cause an increase in number of vehicles registered to this property. As it is the road does not have enough space to cope with existing car numbers let alone the increase that would result from this development.

The property currently has a garage and one very small car parking space. If the development was allowed to go ahead it would result in the loss of that garage and actually reducing the number of

existing car parking space.

On these grounds the residents of Hilliard road and the Residents Association strongly object to this planning application. We hope that the planning department rejects this and any future applications which would increase the number of dwellings on Hilliard Road.

Ward Councillor:

Object to this application and request it be referred to Planning North Committee for Councillor consideration.

My objections are over development of the site and not enough parking in Hilliard Road.

For information a petition is being heard by the Cabinet Member for Planning and Transportation at 7pm on Wednesday 13 October 2010 in Committee Room 3 at the Civic Centre, Uxbridge requesting residents parking for Hilliard Road.

Internal Consultees

Conservation Officer:

BACKGROUND: This is a late Victorian/Edwardian two storey end of terrace property located in the Old Northwood Area of Special Local Character. This is an area of very traditional, good quality housing from the late Victorian period onwards.

The terrace comprises 4 properties of similar design i.e. with double height canted bays below timbered gables, positioned adjacent to recessed front doors set behind arched openings. The two central properties have paired front doors positioned side by side. No 2 has a slightly different design, as the building has a two storey set back to the side. This design nuance, however, which appears to be an original detail, gives the building a slightly unwieldy appearance with a large area of render above the later first floor window. There is also a modern, part glazed porch addition to the front of the property.

CONSIDERATION: The Council's design guidance advises that two storey side extensions will be considered in terms of their setting and with particular reference to the character and overall quality of the street scene.

It is important that additions read as secondary elements to the original building. They should allow the history of the development of the building to be easily read, whilst reflecting the character and architectural style of the property.

The side addition, whilst an improvement on that previously submitted, is not sufficiently set back to create a break in the frontage that would make the addition appear as a visually subordinate element. In addition, the proposed flank elevation shows a break in the roof line that is not shown on the street elevations. The proposed floor plans also fail to show the small step back in the elevation that is included in both the street and side elevations. There is still also a large depth of the brick work over the proposed first floor window to the front, which would appear as an unwieldy feature, detracting from the street elevation of the building.

To the rear, the Council's design guidance advises that additions should ideally have a ridge line that is 0.5m below the ridge line of the main building, whilst this has been achieved in this case, the apex of the roof of the rear wing now sits uncomfortably below the step in the roof line. The windows to the addition to the rear and at ground floor front have a horizontal emphasis rather than vertical, which would not be characteristic of properties of this period.

The provision of parking for all three flats appears still to be resolved.

With regard to the proposal, ideally the side addition should be set back off the boundary by 1m for the full height of the new extension.

CONCLUSION: Whilst there would be no objection in principle to an extension of the property, and this proposal is an improvement on that previously submitted, the design approach and detailing of the proposed additions still require revision in order to be acceptable in this sensitive location. The drawings also need to be revised to resolve the inconsistencies between the floor plans and elevations.

Highway Officer:

On the previous scheme (34684/APP/2010/841), the Highway Officer stated: The proposals will result in loss of a garage and a parking space in front, and would increase the parking demand associated with the site.

On-street parking has been observed to be congested. The applicant has failed to demonstrate the availability of car parking for the site. In the absence of information and considering the existing congested parking situation, the proposals are only going to worsen the situation, leading to conditions prejudicial to highway safety.

The Council has minimum cycle parking standards of 1 space for 1-2 bedroom flats and 2 spaces for 2+ bedroom flats. The applicant has failed to provide any cycle parking for the development.

Consequently, the application is recommended to be refused, as it is considered to be contrary to the Council's policies AM7, AM9 & AM14.

Tree Officer:

This site is not covered by a TPO, nor inside a Conservation Area. There is a fig and plum tree to the rear of the house, however, they are not a constraint to development. The scheme is, therefore, acceptable in terms of Saved Policy BE38 of the UDP.

Access Officer:

The proposed design is not conducive to the Council's policy which requires all new homes to be built to Lifetime Home Standards. However, as the existing dwellinghouse is not a Lifetime Home, no objection is raised.

Environmental Protection (Land Contamination):

Not aware of any specific contamination issues at the site.

Waste Services:

A space has now been allocated for refuse and recycling storage. It should be of sufficient capacity to hold the following waste generated: -

* Weekly residual (refuse) waste, using sacks purchased by the occupier (allow for 1 x 70 litre sack for one bedroom dwelling, 2 x 70 litre sacks for 2 bedroom dwelling and 3 x 70 litre sacks for 3 bedroom dwelling).

* Weekly dry recycling collection, using specially marked sacks provided by the Council (allow for 1 x 70 litre sack for one bedroom dwelling, 2 x 70 litre sacks for 2 bedroom dwelling and 3 x 70 litre

sacks for 3 bedroom dwelling).

* Fortnightly green garden waste collection, using the specially marked reusable bags provided by the Council (3 bags provided to each household- this would be sufficient for whole property).

The residents would be required to present the waste and recycling at the curtilage of the property on the allocated collection days.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This is an established residential area where there would be no objection in principle to intensification of the residential use of the site, subject to relevant planning considerations and policies in the Unitary Development Plan (Saved Policies, September 2007).

In terms of the conversion of this property, the Council's HDAS: Residential Layouts advises at Paragraph 3.5 that the traditional residential character of a street can be adversely affected by the cumulative impact of too many properties being converted to more intensive residential uses. It goes on to advise that the redevelopment of more than 10% of properties in any one street to flats is unlikely to be acceptable, given the cumulative impact. In Hilliard Road, no properties appear to have been converted to flats or any other form of more intensive housing, and there are only two small purpose built flatted blocks in the road (Nos. 36/36A and 37/73A Hilliard Road).

The paragraph also advises that in order to provide a suitable standard of residential accommodation, houses will only be considered suitable for conversion if they have a floor area of 120m² or more. The existing property is reasonably modest in size with a floor area of 102m², but the proposed extensions would exceed this figure. Other relevant policy considerations are discussed in the appropriate sections of this report.

Additional guidance on development in rear gardens and the interpretation of related policies has recently been published and is an important material consideration in assessing the principle of development on garden land. Key changes in the policy context, since the adoption of the UDP Saved Policies, includes the adoption of The London Plan (consolidated with alterations since 2004), the Letter to Chief Planning Officers: Development on Garden Land dated 19/01/2010, The London Plan Interim Housing Supplementary Planning Guidance April 2010, and new Planning Policy Statement (PPS) 3: Housing adopted June 2010. However, in this instance, the proposal only involves a side extension which would replace an existing garage and a small extension at the rear so that much of the rear garden space would remain.

7.02 Density of the proposed development

Policy 3A.3 of the London Plan (February 2008) advises that Boroughs should ensure that development proposals achieve the maximum intensity of use compatible with the local context, design principles and public transport accessibility. At Table 3A.2, the London Plan establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The site is located within a suburban area and has a Public Transport Accessibility Level (PTAL) of 2. Taking these parameters into account, the matrix recommends a density of 35-65 u/ha and 150-250 hr/ha, assuming units have an indicative size of 3.8 to 4.6 hr/unit. This proposal equates to a density of 101 u/ha and 302 hr/ha, well in excess of these density guidelines.

However, the London Plan density guidelines are primarily for new build residential development. In the case of conversion schemes, the building is essentially already on

site so that the character of the area would not be significantly affected.

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

The Council's Supplementary Planning Document (SPD) HDAS: Residential Extensions advises at paragraph 5.0 that first floor extensions can have a significant impact on the character of the street and that two storey side extensions need to be considered in terms of their setting and with particular reference to the character and quality of the overall street scene. The proposed two storey side extension would maintain the prevalent front and rear building lines on Hilliards Road so that it would not appear unduly dominant. The extension would immediately abut the side boundary, where normally a 1m set in would be required in order to avoid properties visually coalescing. However, at paragraph 5.3, the design guide does go on to state that where side boundaries adjoin a road or open space, there may be some scope for flexibility. In this instance, the site adjoins a footpath, beyond which are the rear yard areas of the units in the adjoining retail parade fronting Pinner Road. At first floor level, it would not be possible to develop these areas at depth. As such, it is considered that there would be no likelihood of a terracing effect being created and therefore no specific requirement for a 1m set in from the side boundary to accord with Policy BE22 of the UDP (Saved Policies).

The two storey side extension does represent an improvement upon the previous application. However, the Council's Conservation Officer advises additions should read as secondary elements to the original building. In this instance, it is considered that the 150mm set back from the recessed part of the front elevation (notwithstanding the inconsistency of the plans which do not show this set back on the proposed floor plans, an informative advising of this has been added) would not be sufficient to create a break in the frontage that would give the extension the required subordinate appearance. Also at the front, there is still a large depth of brick work over the proposed first floor window which would appear as an unwieldy feature and the ground floor window would have a horizontal emphasis, rather than vertical which is not characteristic of properties of this period. The proposal would therefore detract from the street elevation of the building. At the rear, the Conservation Officer advises that although the ridge height of the extension has now been lowered to accord with design guidance, the roof of the rear wing now sits uncomfortably below the step in the roof line. The width of the rear projecting gable also still appears out of proportion and should be reduced. Furthermore, the same criticism can be applied to the horizontal emphasis of the rear windows which are inappropriate for the property. The rear dormer is now considered to be acceptable, of an appropriate size and design.

The proposal is therefore detrimental to the character and appearance of the original property, the Old Northwood Area of Special Local Character and the visual amenities of the street scene, contrary to Policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2009) and Paragraphs 5.0 and 6.4 of the Council's SPD HDAS: Residential Extensions.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

Not applicable to this development.

7.06 Environmental Impact

Not applicable to this development..

7.07 Impact on the character & appearance of the area

This is considered in Section 7.03 above.

7.08 Impact on neighbours

The proposed two storey side extension would be sited some 16m from the projecting wings of the rear elevations of the first floor flats in the adjoining retail parade on Pinner Road. The yard areas at the rear of the parade tend to be used in connection with the commercial units and little, if any, amenity use is made of them. The two storey rear extension would be sited 3.2m from the side boundary with No.4 Hilliard Road and would not project any further to the rear than its projecting wing. An infill conservatory has been added between the shared boundary and No.4's projecting wing which the proposed single storey rear extension would not project beyond. As such, there would be no breach of the 45° line of sight from neighbouring habitable room windows. Although the conservatory at No. 4 contains side windows, they are high level, with the conservatory mainly being lit by its glazed rear elevation and roof. It is therefore considered that the proposed extensions would not be detrimental to the amenities of adjoining residents by reason of dominance and loss of light, in accordance with Policies BE20 and BE21 of the saved UDP.

The majority of the proposed windows would overlook the road or the rear garden so that there would be no additional loss of privacy. The only exception to this is a side gable window. This would serve a kitchen. It is considered that the potential for any loss of privacy from this window would be minimal, given that the window would be sited over 21m away from the habitable rooms windows of the flats in the retail parade and the rear areas do not provide amenity space (there are windows in the projecting wings of at the rear of the parade but these serve kitchens). As such, there would be no loss of privacy to neighbouring properties resulting from the proposed development, in accordance with Policy BE24 of the saved UDP.

It is considered that any impact upon neighbouring properties from noise could be mitigated by an appropriate noise insulation condition.

7.09 Living conditions for future occupiers

The SPD HDAS: Residential Layouts requires a minimum internal floor area of 50m² for one-bedroom, 63m² for two-bedroom flats and 77m² for three-bedroom flats. As measured from the plans, the ground floor three-bedroom flat would have internal floor areas of 80.4m², The first floor two-bedroom flat would have a floor area of 65.1m² and the loft flat 56m². As such, the internal floor area of all the flats would meet the Council's minimum internal floor area standards, in compliance with Policy BE19 of the adopted UDP (Saved Policies September 2007) and Paragraphs 3.5 and 4.6 to 4.8 of the SPD HDAS: Residential Layouts.

In terms of the rear garden area, at least 20m² of amenity space should be provided for one-bedroom, 25m² for two-bedroom and 30m² for three-bedroom flats. With a retained rear garden area of 110m², the proposal would satisfy the quantity of space required to satisfy standards. However, the space would be shared with access for the first and second floor flats gained by use of a side gate and the adjoining footpath. Although not ideal, it is considered that access would not be so inconvenient and circuitous to these occupiers as to justify refusal on the grounds that the space would not be usable. Of more concern is the lack of any defensible space to the rear of the ground floor flat. As such, the shared use of the rear garden would result in a lack of privacy to their rear habitable rooms, contrary to Policies BE21, BE23 and BE24 of the saved UDP and Paragraph 4.18 of the HDAS: Residential Layouts.

7.10 Traffic impact, car/cycle parking, pedestrian safety

This is considered in Section above.

7.11 Urban design, access and security

These issues have been considered in Section 7.03 above.

7.12 Disabled access

Whilst the Council's Access Officer advises that although the flats do not satisfy Lifetime Homes standards, given that the existing house does not satisfy these standards, no objections can be raised to the scheme, it is considered that the units could meet a number of the standards required and had the application been recommended for approval a condition requiring this could have been attached. On this basis, the scheme is considered to comply with Policies 3A.5 and 4B.5 of the London Plan (February 2008) and the Council's HDAS: Accessible Hillingdon (January 2010).

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, Landscaping and Ecology

The Council's Tree Officer advises that there are no objections to the scheme on tree or landscape grounds, in accordance with Policy BE38 of the saved UDP.

7.15 Sustainable waste management

Had the application been recommended for approval this could have been dealt with by condition.

7.16 Renewable energy / Sustainability

This application proposes a residential conversion. It is considered that all the proposed habitable rooms, and those altered by the proposals, would maintain an adequate outlook and source of natural light, therefore complying with Policy 4A.3 of the London Plan (February 2008).

7.17 Flooding or Drainage Issues

A sustainable urban drainage scheme could have been secured by condition to mitigate against any additional risk of flooding posed by the proposal had the application been recommended differently.

7.18 Noise or Air Quality Issues

A sound insulation scheme to protect the flat occupiers and their neighbours from noise could have been dealt with by condition if the application were to have been recommended favourably.

7.19 Comments on Public Consultations

The relevant planning considerations raised by the petitioners and by the individual responses have been dealt within the main report.

7.20 Planning Obligations

Education Services advise that no contribution would be sought from this development towards additional education space. The scale and nature of the development would not attract a requirement for a contribution towards any other type of community facility. The proposal accords with Policy R17 of the saved UDP.

7.21 Expediency of enforcement action

Not applicable to this development.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it

unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

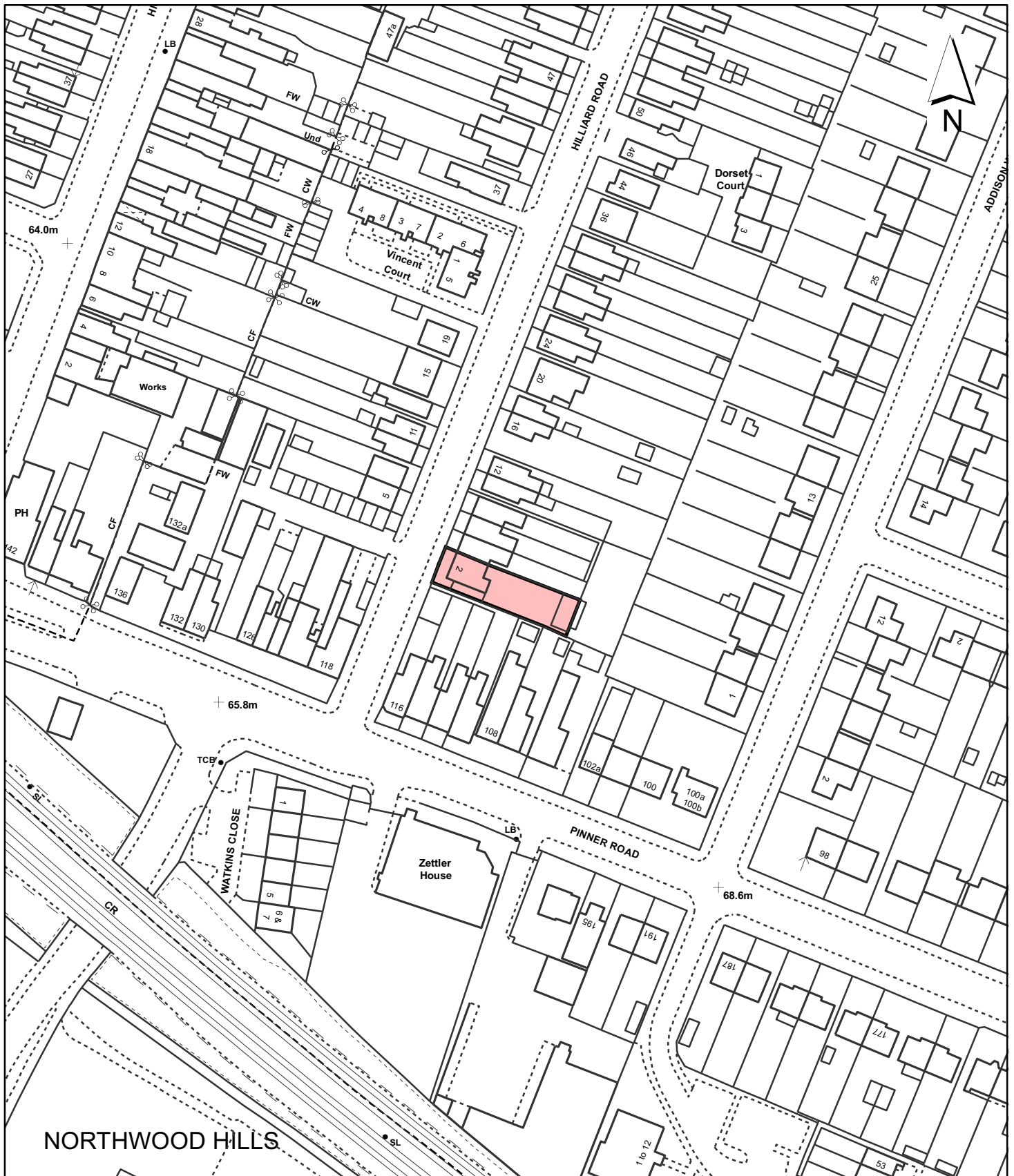
The proposed two storey side and rear extension is not considered to be sufficiently subordinate to and would fail to harmonise with the original property. The use of the shared amenity space would also result in the loss of privacy from the ground floor unit. Inadequate off-street provision has been made for car parking. The proposal is therefore recommended for refusal.

11. Reference Documents


London Plan (February 2008)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
HDAS: Residential Extensions
HDAS: Residential Layouts
HDAS: Accessible Hillingdon
Hillingdon Supplementary Planning Document, July 2007: Planning Obligations
Letters making representations

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Notes

 Site boundary

For identification purposes only.

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Site Address

**2 Hilliard Road
Northwood**

Planning Application Ref:

34684/APP/2010/2013

Planning Committee

North

Scale

1:1,250

Date

**November
2010**

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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