

PROJECT: 9

PROJECT NINE DESIGN

Town and Country Planning Act 1990

This appeal is against the refusal of the London Borough of Hillingdon to grant planning permission for the 'Excavation to create a basement and part demolition of the existing garage and construction of a new build 1 bed dwelling'

Appeal by: Mr Tejash Patel

London Borough of Hillingdon Reference: 71277/APP/2016/3397

Appeal Reference: APP/R5510/W/16/3163416

24th January 2017

PROJECT: 9

PROJECT NINE DESIGN

CONTENTS PAGE

1.0	Introduction	2
2.0	Relevant Planning History	3
3.0	Relevant Planning Policy	4
4.0	Material Planning Considerations	6
5.0	Conclusions	8
6.0	Planning Conditions	9
7.0	Appendices	10

1.0 Introduction

- 1.1 My name is Matthew Corcoran. I am a Chartered Town Planner (RTPI membership no.55710) with over 10 years' experience working in both public and private sector environments.
- 1.2 The appeal site relates to land located Land to the rear of 116 Pinner Road, located at the north side of Pinner Road near the junction with Hilliard Road.
- 1.3 An site plan showing the location of the property is within Appendix 1.
- 1.4 The application, now the subject of this appeal, is for the excavation to create a basement and part demolition of the existing garage and construction of a new build 1 bed apartment.
- 1.5 The application was refused dated 9th November 2016 for the following reasons -
- 1) The proposal would result in the loss of two off street car parking spaces for the existing residential units at No. 116 Pinner Road and fails to provide any off street parking spaces for the proposed unit. The proposal would thus provide insufficient parking provision for the existing and proposed residential units and would therefore result in an increase in on-street car parking, in an area where such parking is at a premium, to the detriment of the free flow of traffic in the surrounding roads and conditions of general highway and pedestrian safety. The scheme therefore fails to comply with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.
 - 2) The proposed development, by reason of its internal layout, and size and scale of the development proposed, would result in a development with poor outlook and natural light for the ground floor and basement habitable room windows. The ground floor and garden areas would be overlooked from the surrounding buildings to an unacceptable degree, and the inadequate level of amenity space proposed would be detrimental to the amenities of future occupiers. Overall, the proposal would be contrary to Policy 3.5 of the London Plan, Policies BE13, BE19, BE20, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.
 - 3) In the absence of an appropriate Flood Risk Assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, the scheme has failed to demonstrate how all the risks to the proposed basement can and will be managed to ensure the safety of future occupants. The proposal therefore fails to comply with Policy EM6 Hillingdon Local Plan: Part 1 - Strategic Policies

PROJECT: 9

PROJECT NINE DESIGN

(Nov 2012), Policy 5.12 of the London Plan (March 2016), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

- 4) The proposed development would result in the partial loss of the existing amenity space for the occupiers of the residential unit in the rear of the ground floor of 116 Pinner Road, to the detriment of the residential amenity of the existing occupiers. Therefore the proposal would be contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts
- 5) The proposal, by reason of its unacceptable design, siting, and proposed residential use, would appear as an incongruous addition within the street scene, that has had little regard to the pattern, design and grain of the existing development. Overall, the application would constitute an unacceptable overdevelopment of the site that fails to comply with the National Planning Policy Framework, Policy 3.5 and 7.4 of the London Plan, Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2.0 Relevant Planning History

71277/APP/2016/3397 LAND AT REAR OF 116 PINNER ROAD PINNER ROAD NORTHWOOD HA6
Excavation to create a basement and part demolition of the existing garage and construction of a new build 1 bed dwelling. 14-09-16 Refusal (P)

22994/APP/2015/3686 116 PINNER ROAD NORTHWOOD Change of use of rear of ground floor premises from retail (Use Class A1) to 1 x 1-bed flat (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval) 05-10-15 Refusal (P)

71277/APP/2015/3682 LAND AT REAR OF 116 PINNER ROAD PINNER ROAD NORTHWOOD HA6
Part demolition, conversion and extension of the existing garage to form a single dwelling house with associated cycle and refuse storage. 05-10-15 Refusal (P)

22994/APP/2015/3202 116 PINNER ROAD NORTHWOOD Conversion of garage into a 1 bed self-contained flat (Application for Prior Approval under Schedule 2, Part 3, Class P of the Town and Country Planning (General Permitted Development) Order 2015) 21-08-15 Refusal (P)

22994/APP/2015/3009 116 PINNER ROAD NORTHWOOD Change of use of rear of ground floor premises from retail (Use Class A1) to 1 x 1-bed flat (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval) 10-08-15 Refusal (P)

114 Pinner Road - Reference 40595/APP/2013/1027 - Proposal Part change of use from offices (Use Class B1) to 1 x studio unit and 1 x 1-bedroom self-contained flats (Use Class C3). Appeal reference APP/R5510/A/13/2201179 – Allowed subject to conditions

3.0 Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004, states that: 0

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The statutory Development Plan relevant to the site comprises the London Plan (2015, consolidated with alterations since 2011), the London Borough of Hillingdon Local Plan Part 1: Strategic Policies, (adopted November 2012) and the Unitary Development Plan (1998, as saved in 2007)

3.1 London Plans (2015)

- ☐ Policy 2.8 - Outer London Transport
- ☐ Policy 3.3 - Increasing Housing Supply
- ☐ Policy 3.4 - Optimising Housing Potential
- ☐ Policy 3.5 - Quality and Design of Housing Developments
- ☐ Policy 3.8 - Housing Choice
- ☐ Policy 3.9 - Mixed and Balanced Communities
- ☐ Policy 5.3 - Sustainable Design and Construction
- ☐ Policy 5.6 - Decentralised Energy in Development Proposals
- ☐ Policy 5.7 - Renewable Energy
- ☐ Policy 6.3 - Assessing Effects of Development on Transport Capacity
- ☐ Policy 6.9 - Cycling
- ☐ Policy 6.12 - Road Network Capacity
- ☐ Policy 6.13 - Parking
- ☐ Policy 7.2 - An Inclusive Environment
- ☐ Policy 7.4 - Local Character

PROJECT: 9

PROJECT NINE DESIGN

- ☐ Policy 7.5 - Public Realm
- ☐ Policy 7.6 - Architecture

The London Borough of Hillingdon Local Plan Part 1: Strategic Policies

- ☐ Policy E4 - Uxbridge
- ☐ Policy H1 - Housing Growth
- ☐ Policy H2 - Affordable Housing
- ☐ Policy EM1 - Climate Change Adaptation and Mitigation
- ☐ Policy EM6 - Flood Risk Management
- ☐ Policy T1 - Accessible Local Destinations

Unitary Development Plan (1998, as saved)

- ☐ Policy BE13 - Layout and Appearance of Development
- ☐ Policy BE15 - Alterations and Extensions to Existing Buildings
- ☐ Policy BE18 - Pedestrian Security and Safety
- ☐ Policy BE20 - Daylight and Sunlight
- ☐ Policy BE21 - Residential Amenity
- ☐ Policy BE23 - Amenity Space
- ☐ Policy BE24 - Privacy
- ☐ Policy BE26 - Town Centres: Design, Layout and Landscaping
- ☐ Policy BE38 - Landscaping
- ☐ Policy OE1 - Character and Amenity
- ☐ Policy OE5 - Noise Sensitive Development
- ☐ Policy OE8 - Flood Risk
- ☐ Policy H4 - Mix of Housing Units
- ☐ Policy H8 - Change of Use from Non-Residential to Residential
- ☐ Policy AM2 - Transport
- ☐ Policy AM7 - Traffic Generation
- ☐ Policy AM9 - Cycling
- ☐ Policy AM14 - Car Parking Standards
- ☐ Policy AM15 - Disabled Parking

4.0 Material Planning Considerations

4.1 The Council considers that the key planning issues relevant to the determination of this appeal are:

- (1) Whether there would be a detrimental impact to the local highway network through an increase in off street parking**
- (2) Whether the proposed residential apartment would have an acceptable level of amenity for future occupiers of the dwelling**
- (3) Whether the proposal would be acceptable in flood risk terms, or whether there would be any possible harm to the safety of future occupiers**
- (4) Whether the proposed development would result in the loss of amenity space to neighbouring properties which would lead to unacceptable conditions for these occupiers**
- (5) Whether or not the proposal would be an incongruous feature within the streetscene**

4,1 Reason for refusal 1

The proposed new dwelling would be situated on land currently used for storage to the rear of 116 Pinner Road. The proposal would generate a 1no. 1 bed dwelling within a car free development. The principle of a car free development complies with London Plan Policy 2.8 and Local Plan Policy T1, which both encourage active travel in a sustainable location. This approach is also evidently encouraged within the maximum parking standards set out by London Plan Policy 6.13. (Appendix 4). The garage has never been used for car parking within the last 10 years and only storage associated with the former commercial unit.

During the course of the planning application the Appellant submitted a Highways Statement prepared for by TTP Consulting. A copy of this statement is within the appendices. This submission was not at any time reviewed or taken into account during the decision making process by London Borough of Hillingdon. This clearly concludes that there is no traffic or transport related impact that should prevent the development from taking place.

Government guidance in the NPPF advises that, para 32, "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." The Council has not explained that there would be a severe impact on the local highway network as required by the NPPF. The applicant contends that the proposals will not result in a demonstrably 'severe' impact on the local highway network and therefore the proposed development is considered acceptable in highway terms.

It is noted that the property next door (114 Pinner Road) has been converted into 4 self contained dwellings. In the Planning Inspectors decision dated 28th November 2013 (Appeal reference - APP/R5510/A/13/2201179), the Inspector came to the conclusion, "Drawing these factors together, I conclude that although the appeal proposal would not meet the Council's maximum parking standards, the flats are for single persons and the development is well located in terms of public transport, and consequently any parking associated with the proposal would be likely to be very low. However if parking had to be sought on surrounding streets this would not prejudice highway or pedestrian safety. As a result, I find no conflict with the objectives of Policies AM7 and AM14 of the LP:UDP which are concerned with highway and pedestrian safety.

This is a material consideration to be considered directly applicable to this appeal scheme. The appellant is also of the view that the Council has not demonstrated any evidence that the proposal would displace cars in to locations which would be prejudicial to highway safety. Furthermore the TPP Consulting report confirms that this cannot be the case.

4.2 Reason for refusal 2

The proposed new dwelling would measure over 83sqm for a one bed apartment. This is considerably more than London Plan policy requirement of 58 sqm. The proposal benefits from an internal conservatory, set out as a winter garden, for the benefit of future occupier. The winter garden would allow for natural light and outlook as perceived from the proposed basement bedroom. In addition, the ground floor living area benefits from direct access to an outdoor courtyard area, windows and new doors fronting the street.

As can be demonstrated from drawing P9/005 there will be no overlooking from neighbouring properties into the proposed amenity areas for the new dwelling. The appellant contends that the proposal provides an acceptable and useable amount of amenity for this one bed dwelling.

4.3 Reason for refusal 3

The application site does not lie within a flood risk area or any critical drainage classification. The Council agrees as per the Officers Report that the site is not in flood zone 2 or 3. The Council suggests that the basement could be susceptible to surface water flooding or could increase risk to the surrounding area. The appellant contends that the Council could have requested this information through planning condition if that was considered appropriate. The development would be subject to usual Building Regulation approvals which would ensure that the construction deals with all drainage matters through detailed design stage.

4.4 Reasons for refusal 4

There appears to be some confusion on the Council's part. The Council state that the appeal scheme would result in a loss of amenity from occupiers within 116 Pinner Road. This is incorrect. Appended (appen 6) to the statement is the approved floor plan (P9/003 rev A) which shows a lawn area to the rear of the building. The appeal scheme would retain this area as shown on drawing P9/004.

With the above in mind the appellant contends that the proposal would not result in a loss of amenity space currently enjoyed by these neighbouring occupiers.

4.5 Reason for refusal 5

The proposed new dwelling would replace an existing single storey garage. The proposal would introduce a new door and window opening to the streetscene which in our view would be an improvement to the streetscene. No.116 Pinner Road has been converted into apartments of which new front doors have been added along the side elevation fronting Hilliard Road. The addition of a new dwelling on the appeal site with new door and openings along this part of the streetscene could not be considered out of context or out of character. Quite the opposite, in fact the appellant contends the proposal would offer a continuation in symmetry and rhythm to the current situation.

The existing garage structure would be replaced with a new dwelling that would be not higher than the ridge of the existing building. This is demonstrated on submitted plans (existing elevations – P9/003 and proposed elevations P9/006).

5.0 Conclusions

- 5.1 This statement has described the appeal scheme's merit against adopted local and national planning policy. The appellant, through this statement has demonstrated that the reasons for refusal are ill founded and that the Local Planning Authority were incorrect in refusing the planning application.

In summary, the principle of development of a residential dwelling in this location is accepted. The proposal sits within the context of the character of the area and does not create any significant impact to residential amenity for adjoining occupiers. Furthermore the new dwelling would offer acceptable living conditions for the new resident/s through its carefully thought through size and design.

There are no flooding or drainage reasons to prevent the appeal from being approved, and mindful that the site is not within an identified area of flood risk. Should the Inspector agree, a suitably worded planning condition could be attached to require detailed design drawings to be agreed with prior to development commencing.

- 5.2 It is considered that due to the Council's failure to assess the application correctly, on the basis of the site not forming part of the neighbouring residential gardens, that the principle of development should be acceptable, the Inspector is mindfully requested to allow the appeal and provide the application site to be fully optimised in accordance with the aspirations and the spirit of the London Plan 2016 to provide additional residential housing within London.

6.0 Proposed Planning Conditions

- 6.1 If the Inspector is minded to grant planning permission for the development, the following conditions would be appropriate in the view of the appellant:

1. The development hereby permitted shall be carried out in accordance with the approved drawings.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. All new external work shall be carried out in materials as stated within the application or with samples to be provided, that match, in colour, texture and design detail, those of the neighbouring buildings.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

3. The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act

4. Prior to development commencing, details of detailed drainage design should be submitted to and approved in writing by the Local Planning Authority.

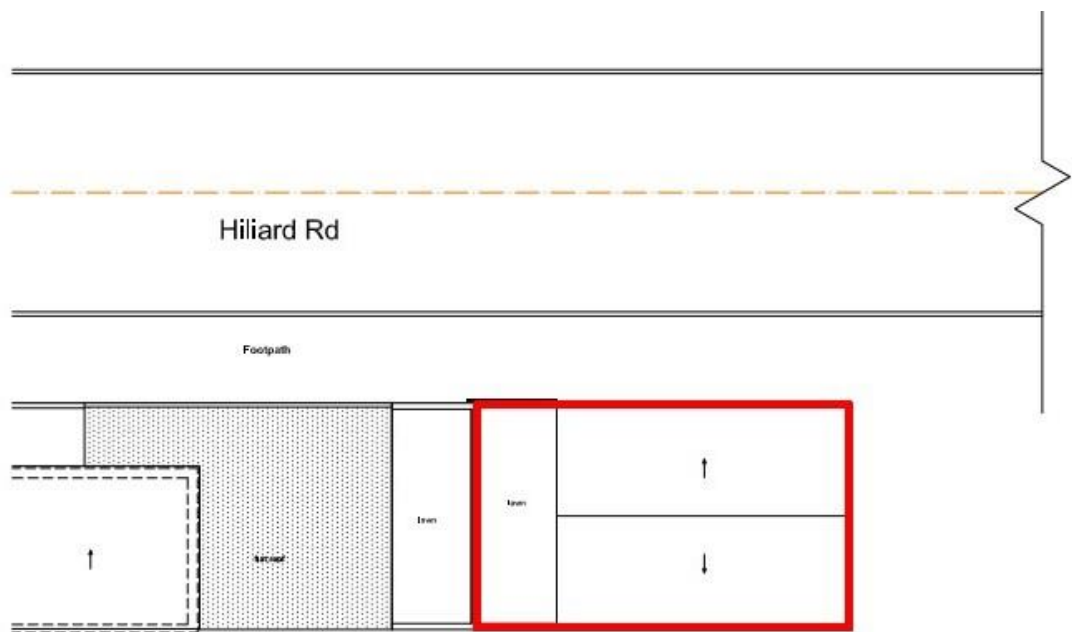
Reason: To ensure a satisfactory development which does not result in harm to future and neighbouring occupiers.

PROJECT: 9

PROJECT NINE DESIGN

7.0 APPENDICES

APPENDIX 1: SITE PLAN



PROJECT: 9

PROJECT NINE DESIGN

APPENDIX 2: OFFICERS REPORT

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select Option

- | | |
|--|--------------------------|
| 1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received | ☐ |
| 2. Application complies with all relevant planning policies and is acceptable on planning grounds | ☐ |
| 3. There is no Committee resolution for the enforcement action | ☐ |
| 4. There is no effect on listed buildings or their settings | ☐ |
| 5. The site is not in the Green Belt (but see 11 below) | ☐ |

REFUSAL RECOMMENDED: GENERAL

- | | |
|--|--------------------------|
| 6. Application is contrary to relevant planning policies/standards | ☐ |
| 7. No petition of 20 or more signatures has been received | ☐ |
| 8. Application has not been supported independently by a person/s | ☐ |
| 9. The site is not in Green Belt (but see 11 below) | ☐ |

RESIDENTIAL DEVELOPMENT

- | | |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | ☐ |
| 11. Householder application in the Green Belt | ☐ |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

- | | |
|--|--------------------------|
| 12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses | ☐ |
| 13. Refusal of change of use from retail class A1 to any other use | ☐ |
| 14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | ☐ |
| 16. Certificate of Lawfulness (for existing use or Development) | ☐ |
| 17. Certificate of Appropriate Alternative Development | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 18. ADVERTISEMENT CONSENT (excluding Hoardings) | ☐ |
| 19. PRIOR APPROVAL APPLICATION | ☐ |
| 20. OUT-OF-BOROUGH OBSERVATIONS | ☐ |
| 21. CIRCULAR 18/84 APPLICATION | ☐ |
| 22. CORPSEWOOD COVENANT APPLICATION | ☐ |
| 23. APPROVAL OF DETAILS | ☐ |
| 24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address LAND AT REAR OF 116 PINNER ROAD PINNER ROAD NORTHWOOD

Development: Excavation to create a basement and part demolition of the existing garage and construction of a new build 1 bed dwelling.

LBH Ref Nos: **71277/APP/2016/3397**

Drawing Nos: Location Plan (1:1250)
 P9/001
 P9/002
 P9/003
 P9/004
 P0/005
 P9/006
 Planning, Design and Access Statement

Date Plans received : 14/09/2016

Date(s) of Amendment(s):

Date Application Valid: 14/09/2016

1. **SUMMARY**

This application seeks consent for the partial demolition of the existing garage and construction of a new build 1bed dwelling with a basement.

The application by reason of its siting and design, would result in an incongruous overdevelopment of the site, that fails to provide a suitable standard of residential accommodation. The shortfall in parking for both the existing units at No. 116 and this scheme would prejudice the free flow of traffic in the surrounding roads. In the absence of any investigations into the scheme's impact on drainage, flooding, groundwater conditions and structural stability, the scheme fails to demonstrate that it would not have a detrimental impact on the surface water/drainage, and mitigate sufficiently against surface water flooding. Overall the scheme fails to comply with the Council's adopted policies and standards.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Parking

The proposal would result in the loss of two off street car parking spaces for the existing residential units at No. 116 Pinner Road and fails to provide any off street parking spaces for the proposed unit. The proposal would thus provide insufficient parking provision for the existing and proposed residential units and would therefore result in an increase in on-street car parking, in an area where such parking is at a premium, to the detriment of the free flow of traffic in the surrounding roads and conditions of general highway and pedestrian safety. The scheme therefore fails to comply with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Quality of accomodation

The proposed development, by reason of its internal layout, and size and scale of the development proposed, would result in a development with poor outlook and natural light

for the ground floor and basement habitable room windows. The ground floor and garden areas would be overlooked from the surrounding buildings to an unacceptable degree, and the inadequate level of amenity space proposed would be detrimental to the amenities of future occupiers. Overall, the proposal would be contrary to Policy 3.5 of the London Plan, Policies BE13, BE19, BE20, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Flood Risk

In the absence of an appropriate Flood Risk Assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, the scheme has failed to demonstrate how all the risks to the proposed basement can and will be managed to ensure the safety of future occupants. The proposal therefore fails to comply with Policy EM6 Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2016), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

4 NON2 Loss of Amenity space

The proposed development would result in the partial loss of the existing amenity space for the occupiers of the residential unit in the rear of the ground floor of 116 Pinner Road, to the detriment of the residential amenity of the existing occupiers. Therefore the proposal would be contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

5 NON2 Design and scale

The proposal, by reason of its unacceptable design, siting, and proposed residential use, would appear as an incongruous addition within the street scene, that has had little regard to the pattern, design and grain of the existing development. Overall, the application would constitute an unacceptable overdevelopment of the site that fails to comply with the National Planning Policy Framework, Policy 3.5 and 7.4 of the London Plan, Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13	New development must harmonise with the existing street scene.
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.
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
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 7.4	(2015) Local character
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

This application relates to the garage to the rear of 116 Pinner Road, which is located on the northern side of Pinner Road (Northwood), at its junction with Hilliard Road. To the south of the property is Zetter House (Offices with residential at the top) which is separated from the site by a public highway. To the west is the Hilliard Road and to the

rear of the site are garages and gardens serving retail and office units on the ground floor with residential and office accommodation above.

3.2 Proposed Scheme

This application seeks consent for the partial demolition of the existing garage and construction of a new build 1x1 bed dwelling with a basement.

3.3 Relevant Planning History

22994/APP/2015/1027 116 Pinner Road Northwood

Conversion of first floor 2 bedroom flat to 2 x 1 bedroom self contained flats (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 15-05-2015 Refused

22994/APP/2015/1029 116 Pinner Road Northwood

Change of use from retail (Use Class A1) to 2 x 1-bed studio flats (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval)

Decision: 15-05-2015 Approved

22994/APP/2015/1381 116 Pinner Road Northwood

Installation of 1m high boundary fence to front/side (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 18-06-2015 Approved

22994/APP/2015/3009 116 Pinner Road Northwood

Change of use of rear of ground floor premises from retail (Use Class A1) to 1 x 1-bed flat (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval)

Decision: 02-10-2015 Refused

22994/APP/2015/3202 116 Pinner Road Northwood

Conversion of garage into a 1 bed self-contained flat (Application for Prior Approval under Schedule 2, Part 3, Class P of the Town and Country Planning (General Permitted Development) Order 2015)

Decision: 15-10-2015 Refused

22994/APP/2015/3686 116 Pinner Road Northwood

Change of use of rear of ground floor premises from retail (Use Class A1) to 1 x 1-bed flat (Use Class C3) involving installation of new doors and windows to front side and rear (Prior Approval)

Decision: 27-11-2015 Refused

70900/APP/2015/1815 116a Pinner Road Northwood

Installation of dormer to rear to create habitable roof space including 2 x front rooflights

Decision: 24-07-2015 Approved

70900/APP/2015/1818 116a Pinner Road Northwood

Creation of a rear dormer to first floor flat and conversion of existing flat into 2 flats

Decision: 24-07-2015 Approved

70900/APP/2015/1819 116a Pinner Road Northwood

First floor rear extension, conversion of roofspace to habitable use to include a rear dormer, 2 rooflights and subdivision of existing 1 x 1-bed flat to 1 x 1-bed flat and 1 x studio flat

Decision: 24-07-2015 Approved

71277/APP/2015/3682 Land At Rear Of 116 Pinner Road Pinner Road Northwood

Part demolition, conversion and extension of the existing garage to form a single dwelling house with associated cycle and refuse storage.

Decision: 30-11-2015 Refused

Comment on Planning History

There is an extensive planning history associated both with this garage and No. 116 Pinner Road, which have been listed.

It is important to note that this garage formed part of application 22994/APP/2015/1029, which granted consent for the change of use from retail (Use Class A1) to 2 x 1-bed studio flats (Use Class C3) under the prior approval process. This application was granted consent on the basis that this area would be used to provide two car parking spaces associated with the residential use.

Of most relevance to the consideration of this application is application Ref: 71277/APP/2015/3682 which refused consent for the part demolition of the existing garage and erection of a 1.5 storey residential unit. This application was refused for the following reasons:

1. The proposal, by reason of its unacceptable design, size, scale, siting, proportions, massing and form would fail to provide a high quality design response to the area, appearing as an incongruous addition within the street scene, that has had little regard to the pattern, design and grain of the existing development. Overall, the application would constitute an unacceptable overdevelopment of the site that fails to comply with the National Planning Policy Framework, Policy 3.5 and 7.4 of the London Plan, Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.
2. The proposal would result in the loss of two off street car parking spaces for the existing residential units at No. 116 Pinner Road and fails to provide any off street parking spaces for the proposed unit. The proposal would thus provide insufficient parking provision for the existing and proposed residential units and would therefore result in an increase in on-street car parking, in an area where such parking is at a premium, to the detriment of the free flow of traffic in the surrounding roads and conditions of general highway and pedestrian safety. The scheme therefore fails to comply with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.
3. The proposed development, by virtue of its siting, size, scale, bulk, design and proximity, would be detrimental to the amenities of the adjoining occupier of the residential unit in the rear of the ground floor of 116 Pinner Road, by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore the proposal would be contrary to policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4. The proposed development would result in the partial loss of the existing amenity space for the occupiers of the residential unit in the rear of the ground floor of 116 Pinner Road, to the detriment of the residential amenity of the adjoining occupier. Therefore the proposal would be contrary to policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: HDAS: Residential Layouts.

5. The proposed development, by reason of its internal layout, and size and scale of the development proposed, would result in a development with poor outlook and natural light from the ground floor habitable room windows. The ground floor and garden areas would be overlooked from the surrounding buildings to an unacceptable degree, and the inadequate level of amenity space proposed would be detrimental to the amenities of future occupiers. Overall, the proposal would be contrary to Policy 3.5 of the London Plan, Policy BE13, BE19, BE20 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: HDAS: Residential Layouts.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

EXTERNAL:

16 residents were notified of the application. 6 letters have been received which raise the following concerns:

1. Not enough space for parking and waste collection and this would only be restricted further;
2. Privacy of the surrounding neighbours would be jeopardised;
3. This site was approved as car parking for the flats at No. 116, loss of these spaces will be detrimental to area;
4. The proposal would have a detrimental impact on light and privacy to No. 114, 112 and 110;
5. The development would be out of character with the surrounding area and is the back garden to be used for the benefit of the flats;
6. Overdevelopment of the site;
7. Undersized amenity space proposed;
8. Basement construction would require a detailed method statement;
9. Side windows face onto the street which is out of character with the detailing of surrounding properties;
10. Flooding in the area has been an issue during heavy rain, and basement living is therefore impractical;

NORTHWOOD HILLS RESIDENTS ASSOCIATION

Object to the planning application. Over the past 18+ months, there have been numerous applications on the property and our case for objection is that the application is no more than "a bed in the shed". We request that the application be refused.

INTERNAL:

HIGHWAYS OFFICER:

This application is for demolition of an existing garage in Pinner Road to create an additional 1 bed dwelling. There is a long planning history associated with this site and a previous application for a similar development was refused.

The site is located on the corner of Pinner Road and Hilliard Road. Pinner Road is a classified road on the Council's Road Network and Hilliard Road is a local road. The vehicular access to the site is from Hilliard Road and the site has a PTAL value of 2 (poor) which suggests there will be a strong reliance on private cars for trip making. There are parking restrictions on Pinner Road and there is parking stress on Hilliard Road as a result of the lack of off-street parking.

The proposals involve the development of an existing rear garage at the property to provide a two storey 1 bed dwelling. There is no off-street car parking provided as part of the development proposals and Council's current standards indicate that 1 car parking space would be required for a 1 bed dwelling especially in a location with such a poor PTAL value. By not providing a car parking space on site the proposed development will merely add to the existing parking stress in the street which will impact on existing residents and businesses nearby. The proposals will mean that the garage that was provided as part of the car parking provision of the previous office to residential conversion would not be available if the development proceeds.

The proposals would result in the loss of two parking spaces for the existing development and would also mean there is no parking space for the proposed development so an overall deficit of 3 car parking spaces. The plans provided show cycle parking on the site and if the proposals are approved can you condition a secure covered space for at least 1 cycle parking space.

TREES/LANDSCAPING OFFICER:

The site is occupied by a garage/outbuilding to the rear of 116 Pinner Road which is situated at the junction with Hilliard Road - a residential street. The garage is accessible from Hilliard Road. There is an area of garden/yard between the main house and the garage.

COMMENT: There are no trees or other significant landscape features on the site and no off-site trees which might be affected by the development. The proposal to build a flat, incorporating a basement will perpetuate the built/hard landscape character of this site. This would be an ideal site to provide a green roof which, if properly specified, would insulate the house and assist with storm water attenuation. A minute area of grass/amenity space is indicated. This will be impractical to use and maintain. A small courtyard garden will be more appropriate, with planted strips for wall plants around the edges. Drawing No. P9/006 indicates that wheelie bins will be stored on the public footway. This will create an obstacle in the public footway and will be visually detrimental to the streetscene. Bin storage should be located within the site with access to the street on collection days via a door/gate in the wall.

RECOMMENDATION: No objection subject to conditions RES9 (parts 1, 2, 3, 5 and 6).

FLOOD AND WATER MANAGEMENT OFFICER:

The site is identified at risk of surface water flooding on the Environment Agency Flood Maps.

The proposed development is in an area which was affected by surface water flooding

recently particularly Hilliard Road.

The application should be refused on the basis that not enough information on flood risk in the area was provided with the application.

Although this development is not in the floodplain or in flood zone 2 or 3a the proposal for a basement would be at particular risk of flooding from surface water. The basement itself could increase the risk to the surrounding area. The Council will therefore require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate.

The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. We will require developers to demonstrate by methodologies appropriate to the site that their proposals:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon structural stability or the water environment in the local area;

The site must also produce a Flood Risk Assessment showing how all the risks to the proposed basement can and will be managed to ensure the safety of future occupants.

REASON: The proposal could increase flood risk and is therefore not in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016), and National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

A site investigation must be undertaken to inform the proposal, and where groundwater is found suitable mitigation provided. For information a proposal where a basement extends the full width of a plot will not be looked on favourably.

6. UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- 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.
- 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
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 7.4	(2015) Local character
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

In addition:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Paragraph 4.9 of the SPD, the Hillingdon Design & Accessibility Statement: Residential Layouts (July 2006) further advises that all residential developments and amenity spaces should receive adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. Generally, 15m will be the minimum acceptable distance between buildings. Furthermore a minimum of 21m overlooking distance should be maintained.

Paragraph 4.11 of HDAS Residential Layouts states that the 45° principle will be applied to new development to ensure the amenity of adjoining occupiers and future occupiers are protected. Paragraph 4.9 states that a minimum acceptable distance to minimise the negative impact of overbearing and overshadowing is 15m. Paragraph 4.12 requires a minimum of 21m distance between facing habitable room windows to prevent overlooking and loss of privacy. Policy BE21 states that planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity would result in significant loss of residential amenity.

No. 116 to the south of the application site has had a number of extensions and has been converted into 4 residential units spread over the ground, first and second floor levels. There is a distance of 4.1 metres between the ground floor windows and extended ground

floor of No. 116 and 9 metres to the first floor element. It is understood from the plans, that a wall/fence is to be erected between the two sites which will ensure that the scheme does not result in an unacceptable amount of overlooking to No. 116. The previous scheme proposed a two storey building on the site, and the Council raised concerns that this would appear overly dominant to the occupiers of No. 116. The proposals have altered within this application and propose a building that is largely single storey in scale.

Notwithstanding such, there are concerns that given the proposed siting and layout of the development proposed and that of 116 Pinner Road, this could restrict the outlook from this No. 116 to an unacceptable degree. When prior approval was granted for No. 116, a garden area of approximately 28.2sq.m was retained for this ground floor occupant and the conversion allowed for a relatively open outlook, with the existing garage, 5.3 metres from the rear doors of this unit. This proposal would result in the garden area for this ground floor unit being reduced to only 11sq.m, with a distance of only 1.9 metres between the rear of the ground floor and the boundary fence. The resulting outlook from this flat is therefore wholly unacceptable and considered to have a detrimental impact on the amenities of this occupant.

In terms of the impact of the development on the dwellings to the north, west and east of the site, given the location of the proposed development and relationships between this and these adjacent properties, the proposal is not considered to have a detrimental impact on the amenities of these occupants.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy 3.5 of the London Plan states that the design of all new housing developments should enhance the quality of local places, taking into account physical context and local character and Policy 7.4 states that buildings, should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area is informed by the surrounding historic environment.

The area to the north of the application site is predominantly residential and consists of mainly terraced and semi detached two storey dwellinghouses. To the south of the application site are the commercial units along Pinner Road, most of which are two storey buildings with the commercial units at ground floor and residential units on the upper floors. At present, the existing building is a garage serving No. 116 and its scale is similar to other backland buildings to the rear of other properties along Pinner Road and Hilliard Road.

The building proposed to the rear of No. 116 is a single storey detached residential unit. At present, the existing garage is single storey with a pitched roof. The proposal seeks to retain the height of the existing building and replace the pitched roof, with a flat roof. Additional accommodation will be achieved by excavating to create a basement beneath the building. Whilst there is no objection to the proposed size and scale of the building,

which is not too dissimilar to the existing and other buildings within the road, there are concerns with the proposed use. The character of this area is such that residential accommodation is provided in the form of terraced and semi detached, two storey buildings. The introduction of a single storey building residential building in this location would be out of character with the pattern and form of development in the surrounding area. By reason of its unacceptable design, size, scale and siting, the proposal would form an inappropriate overdevelopment of the site by reason of the the lack of garden or surrounding space, size of the unit proposed and its constrained and cramped appearance within its setting.

Overall, the scheme fails to provide a high quality design response to the area and has had little regard to the pattern, design and grain of the existing spaces and surrounding streets. It is considered that the proposed development fails to comply with the Councils adopted policies and standards and would be a wholly unacceptable addition in the context of the site and surrounding area.

7.3 Traffic Impact/Pedestrian Safety

London Plan policy 6.1 seeks to ensure that the need for car use is reduced and Table 6.2 sets out the parking requirements for developments.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The existing building is a garage that was recently granted consent to be used as two car parking spaces in association with the two ground floor studio units at No. 116 Pinner Road (application reference 22994/APP/2015/1029). This application therefore needs to not only consider the loss of the two car parking spaces for these units, but also whether adequate provision has been made for the proposed new unit.

The site has a poor public transport accessibility (PTAL 2) and this application proposes the loss of two car parking spaces and also proposes no spaces in association with the unit proposed as part of this application. Given the location of the site, the Council would expect the scheme to comply with the London Plan standards, which seek 1.5 spaces to be proposed for the application property and similar for the existing ground floor units at No. 116. The Council's Highways team would accept 1 space to be provided per unit, given the size of the units proposed and existing. No parking spaces are proposed as part of the application and there is therefore a shortfall of 3 car parking spaces. The absence of any car parking is considered to add to the existing parking stress in the street which will impact on existing residents and businesses nearby.

A Transport Statement was received as part of the previous application and is referenced within this scheme. This identifies that the parking demand on the two days surveyed was 80-85%. This is considerably high and it has been noted on numerous visits to the site, even during the day, that the amount of available parking spaces near to the site is very low. Whilst the reinstatement of the dropped kerb will provide some additional on street parking, the Council's Highways team are of the view that the shortfall in the number of spaces, given the PTAL, is unacceptable. In its current form, the application fails to comply with policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved policies. The traffic generated by the proposed development and loss of car parking spaces for the existing residential units is considered unacceptable and will increase demand along the nearby roads which are already used to capacity. This will therefore

prejudice the free flow of traffic on these roads and conditions of general highway and pedestrian safety.

7.4 Carparking & Layout

See previous section 'Traffic Impact/Pedestrian Safety'.

7.5 Urban Design, Access and Security Considerations

INTERNAL FLOOR AREAS AND QUALITY OF ACCOMMODATION

The London Plan (2016) sets out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants. The London Plan standards for the accommodation proposed is 1-bed 2-person 50sq.m.

The floor areas of the unit has been checked and proposes a unit of approximately 80sq.m in floor area, therefore exceeding the standard required.

In terms of the quality of the accommodation proposed, there are concerns with regards to the quality of the accommodation proposed as part of the application. The ground floor space in the unit is served by a bi-fold door on the southern elevation and a window on the western elevation, which is obscurely glazed. Therefore, the only outlook for the habitable rooms at ground floor level in this unit are on the southern elevation, which is sited 1.8 metres from the boundary fence. The outlook from this unit is considered wholly unacceptable as it will be largely obscured by the fence, and rear elevations of No. 116, which would appear oppressive and dominant to any occupant, given their close proximity. There is also concern that this space would be overlooked from the first floor windows of No. 116, which is located only 7 metres from the boundary fence, which would be detrimental to any occupant given the single aspect of the unit.

In respect of the basement accommodation, it is considered that the outlook and amount of natural light and ventilation able to penetrate this space will be restricted by the proposed layout of the site. The basement is served solely by a lightwell on the southern elevation from this space, which is 1.8 metres in depth. It is proposed that the lightwell will have a reinforced glass floor, with the intention that it can be used at ground level as amenity space for the unit. The likelihood would be that if the floor was used as ground level amenity space, with chairs/tables added, this would further reduce the amount of light able to reach the basement area and is an arrangement that the Council do not consider provides an acceptable standard of living accommodation.

Overall, it is considered that the proposed development would fail to have an adequate outlook and source of natural light, and this unacceptable layout further serves to emphasise that the scheme is an inappropriate overdevelopment of this site, therefore failing to comply with Policy BE13, BE19, BE20 and BE23 of the Hillingdon Local Plan (November 2012) and Policy 3.5 the London Plan (2016).

EXTERNAL AMENITY SPACE

The HDAS Residential Layouts requires a 1 bedroom flat to be provided with 20 square metres of amenity space. The application proposed uses part of the garden of the ground floor residential units of No. 116, leaving only 10 sq.m for this unit. The proposed garden space for the backland unit is only 8.25 sq.m. The scheme therefore fails to retain a sufficient amount of garden space for both the existing and proposed unit and would therefore fail to comply with Policy BE23 of the Hillingdon Local Plan (November 2012).

7.6 Other Issues

TREES AND LANDSCAPING

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Given the size of the site, no meaningful soft landscaping can be provided as part of the application and would result in a site dominated by hard surfacing. Whilst it is noted that other sites to the rear of the Pinner Road units are similar in terms of being dominated by hard surfacing, had the scheme been found acceptable, a condition would have been added to try and secure more soft landscaping for the site.

FLOODING:

The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. We will require developers to demonstrate by methodologies appropriate to the site that their proposals:

- a) Maintain the structural stability of the building and neighbouring properties;
- b) Avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- c) Avoid cumulative impacts upon structural stability or the water environment in the local area;

The site must also produce a Flood Risk Assessment and site investigation showing how all the risks to the proposed basement can and will be managed to ensure the safety of future occupants. Although this development is not in the floodplain or in flood zone 2 or 3a, the proposal of a basement would be at particular risk of flooding from surface water. The basement itself could increase the risk to the surrounding area and the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Charlotte Goff

Telephone No: 01895 250230

PROJECT: 9

PROJECT NINE DESIGN

APPENDIX 3: LAND REGISTRY TITLE

H. M. LAND REGISTRY GENERAL MAP

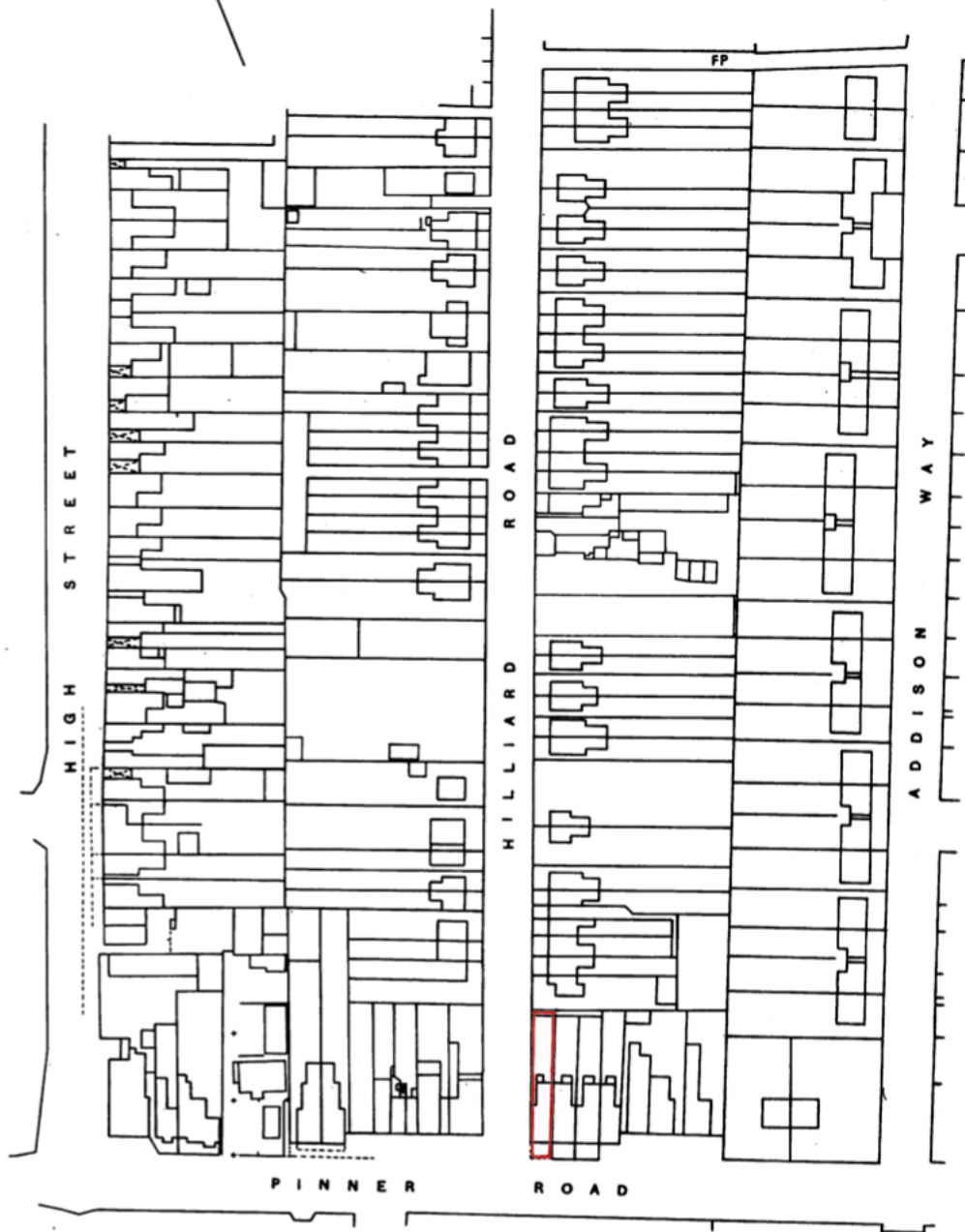
MIDDLESEX
GREATER LONDON

SHEET X. I.

SECTION X

Scale 1/1250 Enlarged from 1/2500

BOROUGH OF HILLINGDON
RUSSLIP-PARISH



APPENDIX 4: London Plan Space Standards

HOUSING STANDARDS MINOR ALTERATIONS TO THE LONDON PLAN | March 2016

Table 3.3 Minimum space standards for new dwellings⁷

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

PROJECT: 9

PROJECT NINE DESIGN

APPENDIX 5: TPP Consulting Highways Statement

LAND TO THE REAR OF 116 PINNER ROAD

Transport Note

Introduction

1. TTP Consulting is retained by Mr Patel ("the Applicant") to provide traffic and transport advice in relation to the proposal to introduce a new residential dwelling to the rear of 116 Pinner Road in the London Borough of Hillingdon.
2. The existing plot of land, which is located on the eastern side of Hilliard Road approximately 30 metres north of the junction with Pinner Road, currently takes the form of a garage which can be accessed via an existing crossover.
3. The front of No.116 Pinner Road is currently undergoing conversion works to change the property from retail to residential use. The application (22994/APP/2015/1029) refers to the change of use from retail (Class A1) to 2 x studio flats (Class C3) with 2 parking spaces to be provided via the garage.
4. The current planning application involves the demolition of the existing garage and the construction of a new 1 bedroom dwelling. The proposed plans are at **Appendix A**.
5. No car parking is to be provided on-site, but cycle parking and refuse storage are allowed for.
6. This note considers the effect of the proposals on transport issues including on-street parking, accessibility and servicing. It has been prepared following a parking survey undertaken in the vicinity of the site and provides a summary of the main findings / conclusions arising from the survey.

Accessibility

7. The site achieves a Public Transport Accessibility Level (PTAL) of 2, which Transport for London considers to be a lower than average level of public transport accessibility. It is pertinent to note that the PTAL rating underplays the true accessibility of the site because it does not take into consideration local amenities and public transport services beyond 960m, services which are considered still readily accessible and within reasonable walking/cycling distance.

8. The nearest bus stops are located on Pinner Road and the High Street providing services on bus routes 282, H11 and H13 towards destinations such as Southall, Northolt, Northwood, Harrow and Ruislip.
9. Northwood Hills station is located approximately 900m to the east of the site on Joel Street and provides access to the London Underground network via the Metropolitan line which offers regular services between Aldgate and Uxbridge/Amersham/Chesham/Watford via Kings Cross St. Pancras.
10. Northwood London Underground station is located 1.3 kilometres west of the site and also offers access to the Metropolitan Line.
11. The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing Journeys on Foot' (2000) indicates that a 1.3km kilometre walk time would last approximately 16 minutes with acceptable walking distances varying between individuals. As such the closest rail and underground stations to the site can be considered accessible for those without a mobility impairment.
12. There are a variety of amenities suitable for future residents within a short distance of the site, whether it is walking / cycling to local facilities or utilising public transport for longer journeys. The High Street is located a short walk (300m, 4 minutes' walk) to the west of the site and offers a range of local stores including restaurants, convenience stores and cafes. Furthermore, Hogs Back Open Space is located 850m north east of the site, approximately an 11 minute walk.
13. Much of North/West London including Moor Park, Ruislip, Pinner, and Carpenders Park are within a 5km cycle ride of the site.
14. A number of roads surrounding the site are designated as 'Quieter roads that have been recommended by other cyclists' by TfL's Local Cycling Guide 3 (2013), including: Hilliard Road; Halowell Road, Potter Street, Elgood Avenue and Tolcarne Drive.
15. The proposals include sufficient space for the future residents to store cycle parking within the boundary of the site.

Parking Beat Survey

16. A parking survey was commissioned on Wednesday 4th and Thursday 5th November 2015 in order to understand existing levels of on-street parking and to ascertain if there would

be a material impact if parking demand increased as a result of the proposed development.

17. The surveys were carried out at 05:00 on both days, as this is considered to be a time at which one could reasonably expect the parking demand to be at its peak i.e. when most people are at home. **Appendix B** includes a plan showing the extent of the survey area, a street inventory of existing parking controls and a full copy of the results.
18. The survey recorded the total number of parked cars and available spaces within the vicinity of the site, comprising unrestricted parking opportunities, as shown in **Table 1**.

Table 1: Summary of Parking Beat Survey (Observed Capacity)			
Day	Vehicles Parked	Spaces Available	Parking Demand
<i>Observed Capacity (Vehicles Parked + Calculated Spaces)</i>			
Wednesday	128	22	85%
Thursday	120	30	80%

19. The observed capacity in **Table 1** has been calculated by adding the total number of vehicles parked to the total number of observed available spaces. On this basis, 85% of the local parking area was occupied on Wednesday and 80% occupied on Thursday. This is below the 90% level considered to represent parking stress.
20. The survey results demonstrate that there is spare capacity on-street in the area surrounding the site, which in turn suggests that any potential increase in on-street parking as a result of the proposed development would not have a material impact on parking availability.

Car Ownership

21. In order to determine the potential additional parking demand for the proposed development, car ownership data was obtained from the 2011 Census for the Northwood Hills Ward. The car ownership data is included at **Appendix C**.
22. The data shows that car ownership for all households in the ward equates to 1.27 cars per household. When applied to the single residential unit, the resultant demand equates to approximately 1 additional vehicle. The average household size will be larger than the 1 bed unit proposed, so this is a robust assumption.

23. Allowing for the loss of the 2 car parking spaces within the garage for the already consented 2 x studio flats to be replaced by the kerbside space created by the removal of the crossover, we are effectively dealing with an overall cumulative potential demand for 1 additional vehicle to park on-street.
24. If one assumes an additional demand for 1 vehicle and applies it to the existing peak demand on-street of 128 spaces, the total demand increases to 129 spaces. On the basis that there would still be 21 spaces available, it is reasonable to conclude that the impact of the proposed development on parking capacity would be negligible.
25. In addition, the nearest car club is located approximately 200 metres south of the site (2 minute walk) on Jasmine Close. As such the availability of a car club in the area would provide future residents with access to a car at any time, which further reduces the need to own a car.
26. In summary, parking demand generated by the proposed development is not expected to have a material impact on the surrounding road network.

Car Displacement

27. The existing crossover serving the site on Hilliard Road will be removed and the footpath reinstated as part of the development which would in effect provide additional space on-street to park vehicles.

Servicing and Refuse

28. All servicing activity is expected to take place on-street on Hilliard Road via the uncontrolled areas of parking.
29. The proposals include the provision of refuse storage areas towards the front of the building which are accessible from Hilliard Road.

Summary

30. In summary it is considered that the proposed development would not have a detrimental impact on on-street parking availability. This has been demonstrated by the results of a parking beat survey in combination with a robust assessment of the potential car ownership associated with the proposals and the additional parking spaces to be created by the removal of the existing crossover.

31. The proposals include dedicated refuse storage and cycle parking in accordance with best practice and the relevant standards.

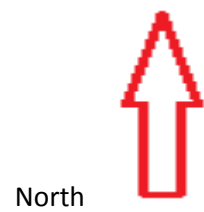
Conclusion

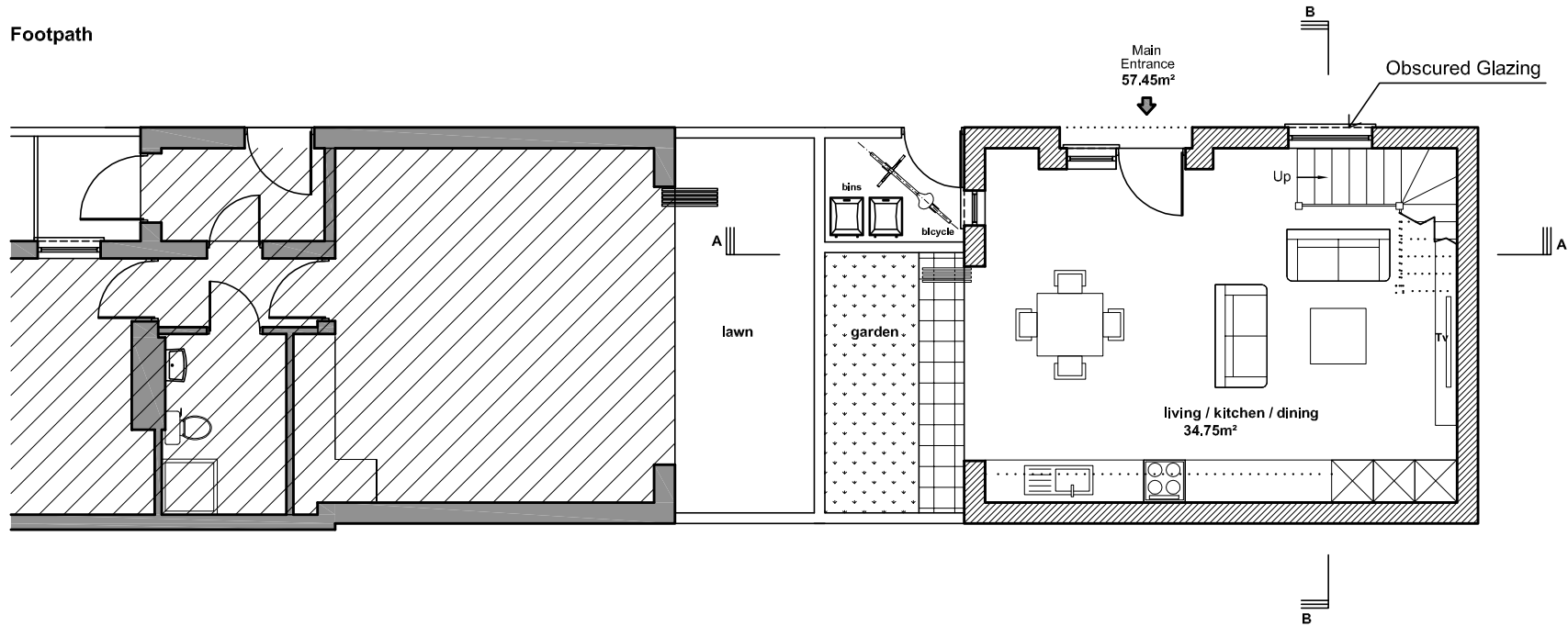
32. In light of the above, we conclude that there are no traffic and transport reasons why the proposed development should not be granted planning permission.

Appendix A

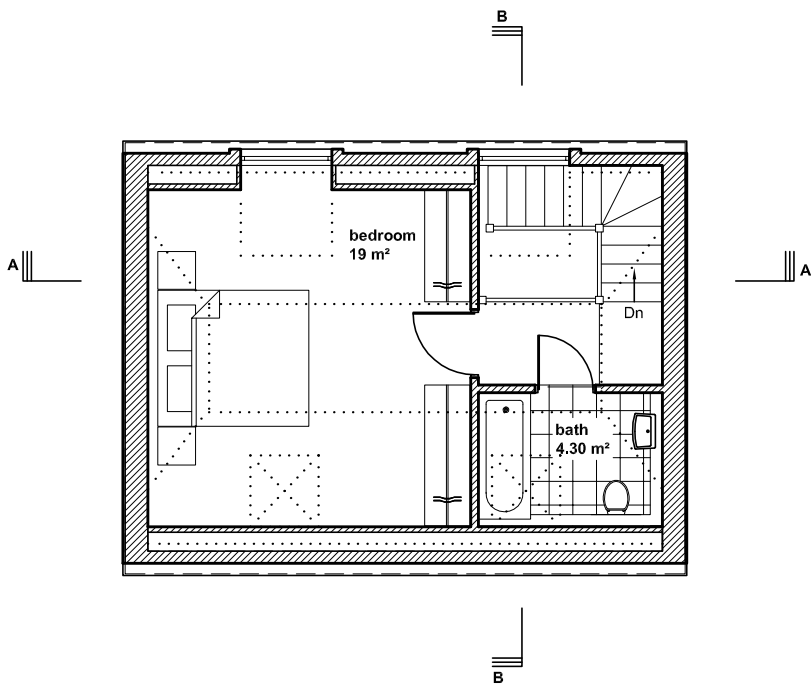
Architect's Existing and Proposed Plans

Site Plan – 116 Pinner Road, HA6

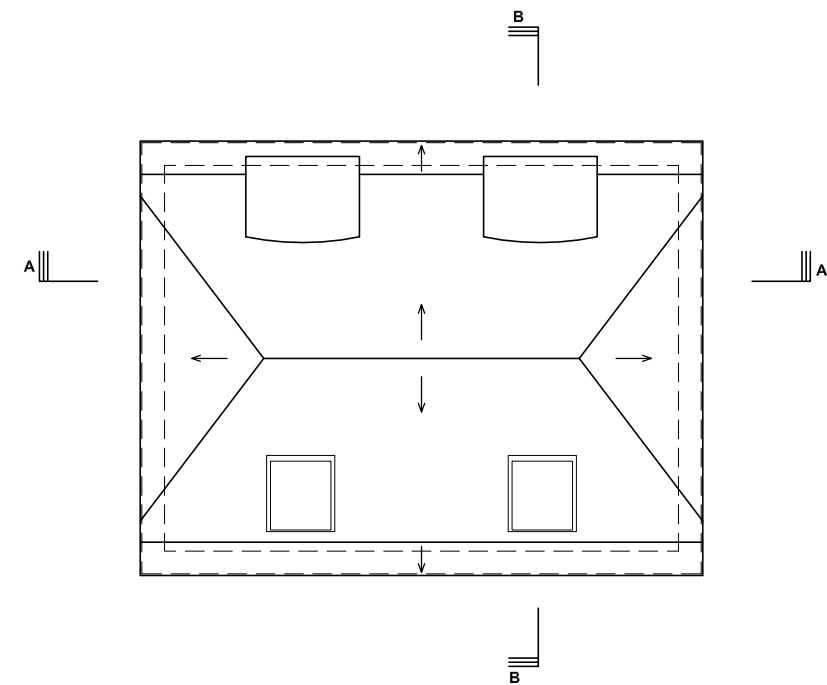




PROPOSED GROUND FLOOR PLAN

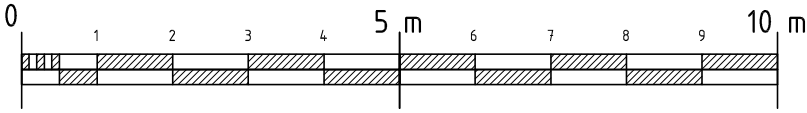


PROPOSED FIRST FLOOR PLAN



PROPOSED ROOF PLAN

- LEGEND:**
- EXISTING WALLS
 - PROPOSED WALLS



	SITE: 116 Pinner Rd, Northwood	JOB TITLE: NEW BUILD HOUSE	DRAWING TITLE: PROPOSED GROUND & FIRST FLOOR & ROOF PLANS	SCALE: 1:100@A3	DATE: 14/09/15
				DRAWING No.: P9/004	

Appendix B

Parking Survey Results

SITE	NORTHWOOD
CLIENT	TRP CONSULTING
DATES of SURVEY	WEDS & THURSDAY NOVEMBER 4 TH & 5 TH 2015
SURVEYORS	TRAFFIC SURVEYS UK Ltd

safe SYL parking

same SYL parking

Bus stop

section less than 5m between crossovers



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Licence No. LANDMILON160003121118, Plotted Scale = 1:1000

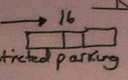
Promap

LEES
AVENUE

LAMBETH METHODOLOGY PARKING SURVEY

KEY TO MAPPING SURVEY AREA

measurement of section in metres
unrestricted parking



MON-FRI
24HS PARKING 0800-1800

safe SYL parking

(Mon-Fri 8-1830)

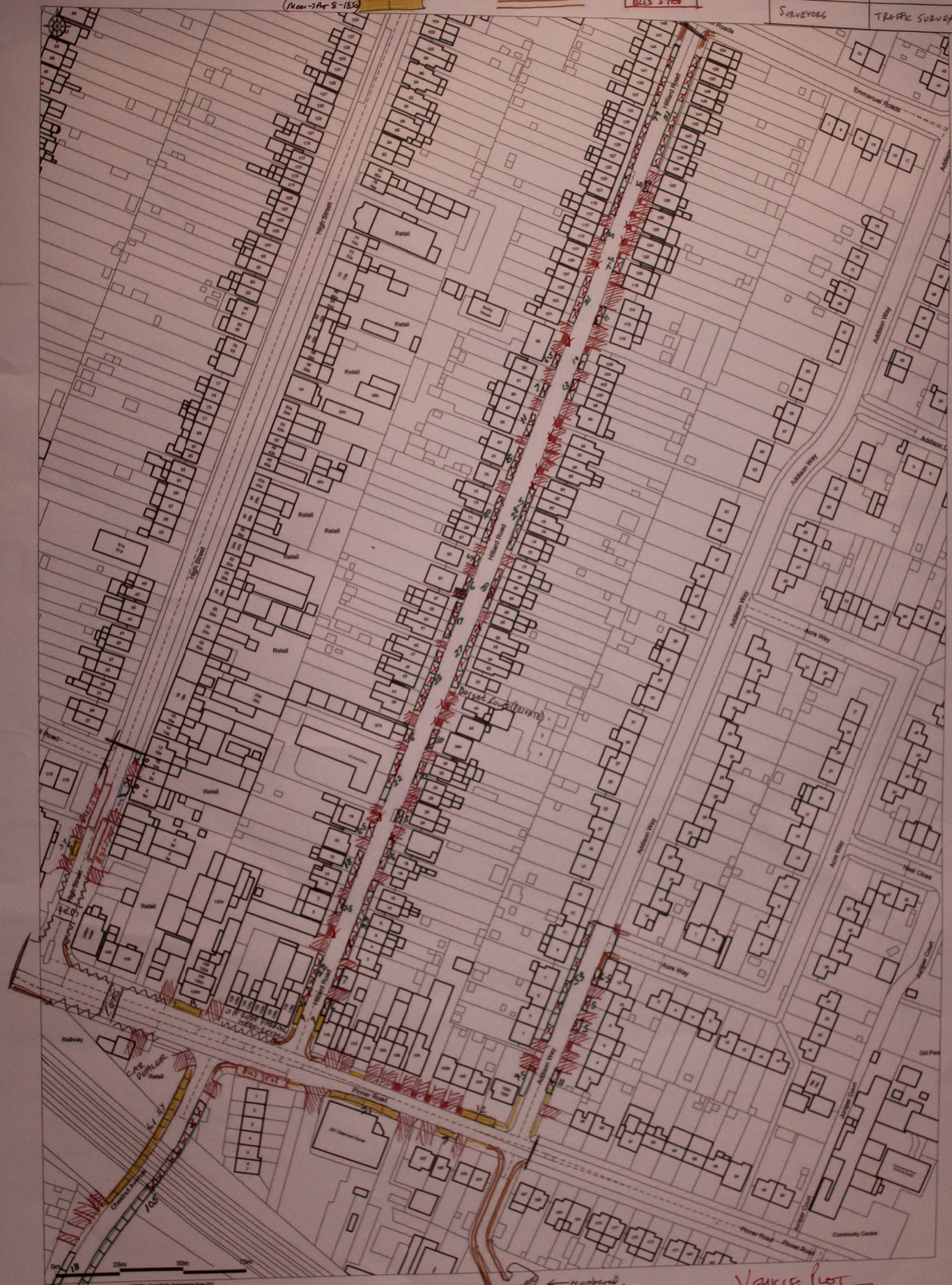
Double Yellow Line

section less than 5m between crossovers
crossovers/dry down kerbs

BUS STOP

DATE	11/11/2015
CLIENT	TTC CONSULTING
DATES of SURVEY	WED & THURSDAY NOVEMBER 4 th & 5 th 2015
SURVEYORS	TRAFFIC SURVEYS UK LTD

(ANDY KILGUS TSUK)



VEHICLE PLAT

Wednesday November 4th 2015
Survey 05:00

X marks position of parked vehicle

JASRINE CLOSE
Numbered Resident Bays
Private Lanes
Private Driveways

Site Number/Name: 116 Pinner Rd NORTHWOOD

Client: TTP Consulting

Date: Wednesday November 4th and Thursday
November 5th 2015

Weather: Rain - Novemeber 4th, Dry November 5th

Site Survey Area:



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]
Unuseable kerb Space	Measured length (in metres) of unuseable kerb space - sections left over not divisible by 5m - ie 12m/10m [2 spaces] - 2m unuseable
Length (m)	Measured length (in metres) of total useable kerb length per road parking type , rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed to carry out a Parking survey for TTP Consulting over two days
The survey was carried out to Lambeth Methodology guidelines to 200m from site
A Road inventory has been supplied of the area detailing road parking available and restrictions
Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping
Vehicle spaces are determined at 5m [as Lambeth Parking Survey Methodolgy guidelines]

Result overview/observations

The survey area is Resedential with some retail on PinnerRoad [which offers little parking]

	Street [Entire length unless specified]	Total Length of Available Kerb Space	unuseable kerb space	Unrestricted Parking				2 HR limited parking Mon-Sat 0800 - 1830				Disabled Spaces				parked over Crossover - non parking space				TOTALS			Single Yellow Line				Double Yellow/Keep Clear Line/RR			
				Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	Stress	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
05:00 Wednesday November 4th 2015	Pinner Road [High St to Addison Way]	49	9	0	0	0	nil	0	0	0	nil	0	0	0	nil			0		0	0	#DIV/0!	40	8	0	0%			0	
	Addison Way [Pinner Rd to Acre Way]	90	10	80	16	10	63%	0	0	0	nil	0	0	0	nil			0		16	10	63%	0	0	0	nil			0	
	Hilliard Road	582.5	57.5	515	103	104	101%	0	0	0	nil	0	0	0	nil			13		103	117	114%	10	2	0	0%			0	
	High Street [Pinner Rd to Hallowell Rd]	25	0	0	0	0	nil	20	4	2	50%	0	0	0	nil			0		4	2	50%	5	1	0	0%			0	
	Cheshunt Avenue [Pinner Rd to Lees Rd]	184	4	120	24	7	29%	0	0	0	nil	0	0	0	nil			0		24	7	29%	60	12	0	0%			0	
	Jasmine Close	36	1	35	7	7	100%	0	0	0	nil	0	0	0	nil			0		7	7	100%	0	0	0	nil			0	
	TOTALS	966.5	81.5	750	150	128	85%	20	4	2	nil	0	0	0	nil			13		154	143	93%	115	23	0	0%			0	

	Street [Entire length unless specified]	Total Length of Available Kerb Space	unuseable kerb space	Unrestricted Parking				2 HR limited parking Mon-Sat 0800 - 1830				Disabled Spaces				parked over Crossover - non parking space				TOTALS			Single Yellow Line				Double Yellow/Keep Clear Line/RR			
				Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	Stress	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
05:00 Thursday November 5th 2015	Pinner Road [High St to Addison Way]	49	9	0	0	0	nil	0	0	0	nil	0	0	0	nil			0		0	0	#DIV/0!	40	8	1	13%			0	
	Addison Way [Pinner Rd to Acre Way]	90	10	80	16	9	56%	0	0	0	nil	0	0	0	nil			0		16	9	56%	0	0	0	nil			0	
	Hilliard Road	582.5	57.5	515	103	95	92%	0	0	0	nil	0	0	0	nil			12		103	107	104%	10	2	1	50%			0	
	High Street [Pinner Rd to Hallowell Rd]	25	0	0	0	0	nil	20	4	1	25%	0	0	0	nil			0		4	1	25%	5	1	0	0%			0	
	Cheshunt Avenue [Pinner Rd to Lees Rd]	184	4	120	24	9	38%	0	0	0	nil	0	0	0	nil			0		24	9	38%	60	12	1	8%			0	
	Jasmine Close	36	1	35	7	7	100%	0	0	0	nil	0	0	0	nil			0		7	7	100%	0	0	0	nil			0	
	TOTALS	966.5	81.5	750	150	120	80%	20	4	1	nil	0	0	0	nil			12		154	133	86%	115	23	3	13%			0	

Site Number/Name: Northwood - 116 Pinner Road
Client: TTP Consulting
Date: Wednesday 4th November and
Thursday November 5th 2015

SITE PHOTOS of Survey Area

Pinner Road 1



Pinner Rd 2



Addison Way



Jasmine Close



Hilliard Rd 1



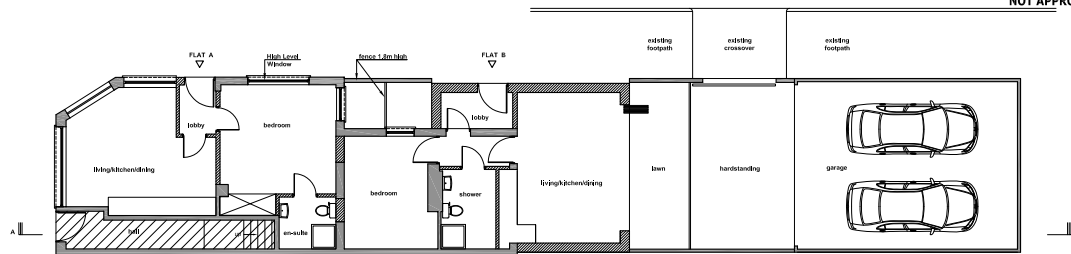
Hilliard Rd 2



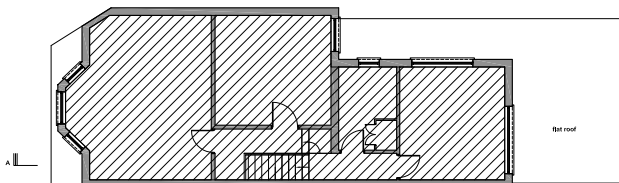
APPENDIX 6: Approved Plan (Application reference 22994/APP/2015/1029) Showing residents lawn that will be retained.

DO NOT SCALE THIS DRAWING, IF IN DOUBT ASK

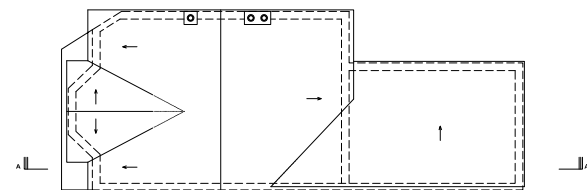
FOR INFORMATION ONLY
NOT APPROVED FOR CONSTRUCTION



PROPOSED GROUND FLOOR PLAN

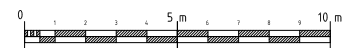


PROPOSED FIRST FLOOR PLAN



PROPOSED ROOF PLAN

LEGEND:
 EXISTING WALLS
 PROPOSED WALLS



REV A - Adjusted garage - 23/04/15

OFFICE: 116 Pinner Rd, Northwood		JOB TITLE: CHANGE OF USE FROM SHOP TO 2 FLATS		DRAWING TITLE: PROPOSED GROUND FLOOR, FIRST FLOOR AND ROOF PLANS		SCALE: 1:100@A3	DATE: 23/04/15
						DRAWING NO.: P9/003	REV A