

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, Transportation and Regeneration**

Address LAND REAR OF 140-142 GREEN LANE NORTHWOOD

Development: Variation of Condition 2 (Development in Accordance with Approved Plans) of planning permission Ref: 73184/APP/2017/3359 dated 05/12/2017 (Two x 2-storey, 3-bed dwellings with habitable roof space, parking and amenity space and single storey cycle shed) to add a parking bay in front of plot 1 with new access from Pine Needle Lane (private road) and associated landscaping changes

LBH Ref Nos: **73184/APP/2021/2561**

Drawing Nos: Parking 1
21.90-001

Date Plans received : 29/06/2021

Date(s) of Amendment(s):

Date Application Valid: 29/06/2021

1. **SUMMARY**

The current application seeks to Vary Condition 2 (Development in Accordance with Approved Plans) of planning permission Ref: 73184/APP/2017/3359 dated 05/12/2017 for 'Two x 2-storey, 3-bed dwellings with habitable roof space, parking and amenity space and single storey cycle shed' to add a parking bay in front of plot 1 with access made from Pine Needle Lane (private road) including associated landscaping changes.

The proposal would lead to over-provision of parking for plot 1 and the site as a whole including detrimental impact to the highways/pedestrian and occupier conditions of the area. Furthermore, the proposed parking bay would erode the approved soft landscaping to the detriment of the character and appearance of the area.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed parking bay in front of plot 1, by reason of the siting would result in an overdominated expanse of hardsurfacing/built form that would be detrimental to the character and appearance of this verdant suburban setting. Therefore the proposal would be contrary to Policies G5 and G7 of the London Plan (March 2021), Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHD 1, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

2 NON2 Non Standard reason for refusal

The proposed parking bay in front of plot 1, by reason of the siting would lead to an overprovision of parking for the family dwelling and whole site alongside a substantial threat to the highway and pedestrian/occupiers conditions of the area. Therefore the proposal would be contrary to Policy T6 of the London Plan (March 2021), Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHD 1, DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DMEI 9	Management of Flood Risk
DMHB 16	Housing Standards
DMHB 5	Areas of Special Local Character
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
LLP D1	(2021) London's form character and capacity for growth
LPP D5	(2021) Inclusive design
LPP G5	(2021) Urban greening
LPP G7	(2021) Trees and woodlands
LPP H2	(2021) Small sites
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D8	(2021) Public realm

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. CONSIDERATIONS

3.1 Site and Locality

The site forms a prominent corner plot located on the South side of Green Lane, at its mini-roundabout junction with Church Road. The site currently comprises a pair of large semi-detached houses, the corner property (No. 142) having been converted to 3 flats.

At the end of the rear garden, adjacent to the side boundary with No. 21 Church Road is a vehicular access (Pine Needle Lane) which serves the rear garages and parking areas at No. 140 and adjoining properties to the West on Green Lane. There is also a parking area for 5 vehicles at the end of the rear garden at No. 142 which is also accessed from Church Road.

The rear gardens contain a number of mature trees, including a row of trees on the boundary with Church Road.

This is an established residential area which predominantly comprises large detached properties of varying design on spacious and green plots. To the rear of No. 134 Green Lane and adjoining properties to the West, more modern infill two storey residential development has taken place. The site is adjoined to the North, East and South by the Old Northwood Area of Special Local Character.

The site is within a critical drainage area.

3.2 Proposed Scheme

The current application seeks planning permission for the variation of Condition 2 (Development in Accordance with Approved Plans) of planning permission Ref: 73184/APP/2017/3359 dated 05/12/2017 for 'Two x 2-storey, 3-bed dwellings with habitable roof space, parking and amenity space and single storey cycle shed.'

The variation seeks to add a parking bay in front of plot 1 with access made from Pine Needle Lane (private road) including associated landscaping changes.

3.3 Relevant Planning History Comment on Planning History

73184/APP/2019/3325 - Details pursuant to conditions 4 (Boundary Treatment) and 6 (Landscaping) of planning permission Ref: 73184/APP/2017/3359 dated 5/12/2017 (Two x 2-storey, 3-bed dwellings with habitable roof space, parking and amenity space and single storey cycle shed.) - Condition Discharged 18/10/2019

73184/APP/2017/3359 - Two x 2-storey, 3-bed dwellings with habitable roof space, parking and amenity space and single storey cycle shed - Approved 05/12/2017

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consultation

9 neighbouring properties were consulted by letter dated 21/07/2021. By the end of the consultation, no comments were received.

Trees/Landscape Officer - The current proposal seeks to provide an additional dedicated parking space sacrificing most of the front garden of unit 1. This will be to the detriment of the development and the streetscape. If it results in an over-provision of parking spaces the application should be refused. If it is acceptable in planning terms, the residual areas should be soft landscaped.

Highways Officer - No objection

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

BE23 Requires the provision of adequate amenity space.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

DMEI 9 Management of Flood Risk

DMHB 16 Housing Standards

DMHB 5 Areas of Special Local Character

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

LLP D1 (2021) London's form character and capacity for growth

LPP D5 (2021) Inclusive design

LPP G5 (2021) Urban greening

LPP G7 (2021) Trees and woodlands

LPP H2 (2021) Small sites

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D8	(2021) Public realm

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

7. MAIN PLANNING ISSUES

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded. Furthermore the policy stresses the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

No concerns would be raised.

7.2 Impact on Street Scene

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also required that there is no unacceptable loss of outlook to neighbouring occupiers.

It is appreciated that existing plot is predominantly hardsurfaced and largely

accommodates parking for the properties of no.140-142 Green Lane. Planning permission (73184/APP/2017/3359) has been granted for a pair of semi-detached dwellings adjacent to no.21 Church Road (and the private road) with parking to the side and in front of Plot 2 including rear private amenity space with parking to the rear of no.140 Green Lane for Plot 1 (parking arrangement in front of each other).

The approved scheme was subject to planning condition 6 - landscaping which required full details of existing and proposed hard/soft landscaping alongside a maintenance plan. A discharge of condition application (73184/APP/2019/3325) was submitted on 18/10/2019. Drawing (17/3445/50) was submitted and showed hard/soft landscaping. This was reviewed by officers and considered acceptable.

The existing site is largely of hard standing with the approved scheme of two dwellings bringing further built form/massing/hardstanding. In order to soften developments of this type, the area to the front of plot 2 was predominantly hardsurfaced with parking although a strip of hedgerow was proposed along the front boundary and common boundary. In terms of plot 1, this area was predominantly soft landscaped with allocated parking within the car parking (behind the boundary of no.140 Green Lane). A strip of hardstanding was approved from the pavement to the front door for access - segregated access path. It was crucial that the frontage of the dwellings had a balance of hard and soft landscaping in order to soften the built form whilst providing verdant elements in this suburban setting. It is appreciated that some forecourts along Church Road are entirely hardsurfaced but it is crucial new developments add a sense of greenery and vegetation, especially given the large expanse of hardstanding adjacent to the proposed dwellings. Whilst the proposal attempts to add an element of front soft landscaping adjacent to the proposed parking bay, this would to an extent diminish the positive contribution of soft landscaping. The frontage and site overall would be substantially dominated with hardstanding which would be unacceptable.

Furthermore, the condition already discharged as part of the main permission would be in direct contradiction with the proposed variation.

As such, the proposal would be unacceptable from a character and appearance perspective.

7.3 Traffic Impact / Pedestrian Safety

Policy DMT 6 of the Local Plan (2020) states development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

A swept path plan (21.90 - 001) by Highways Planning has been submitted in support of the application. This shows satisfactory movement to and from the proposed parking bay through an existing private road. Purely in terms of manoeuvring from the bay, it is considered this would be acceptable and as confirmed by the Councils Highways officer.

However, Policy T6 of the London Plan (2021) states in PTAL areas 2-3, new dwellings with 3 or more bedrooms should have up to 1 parking bay per household. The approved scheme already granted 2 spaces which, in the case of plot 1, would still be retained (behind the boundary of no.140 Green Lane). However, the additional parking space to the front of Plot 1 would lead to an overprovision of parking spaces for this dwelling and the overall site, and given the concerns on design grounds, the proposed increase in quantum would be unacceptable.

As mentioned in the standards of accommodation section, the introduction of this space would result in occupiers having to manoeuvre on the private road for access. Whilst a

short distance, this has the potential to cause significant highways/pedestrian safety concerns, especially as this private road is used by the rear and surrounding properties.

As such, the proposal would result in overprovision of on-site parking spaces alongside detrimental impact to the highway and pedestrian/occupier conditions of the area.

7.4 Carparking & Layout

Please see Traffic and Pedestrian Section

7.5 Urban Design, Access and Security Considerations

Policy DMHB 1 (Housing Standards) states all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1.

It is considered that all the proposed habitable rooms, and those altered by the development, would maintain an adequate outlook and source of natural light, therefore complying with the Mayor of London's Housing Standards Minor Alterations to The London Plan (March 2016).

In terms of the garden area the development would fulfill the emerging Policies Part 2 Policy DMHD1 appendix A, Part A) vi), which states that for alterations and extensions to residential dwellings; adequate garden space is retained.

It is important to note that the approved front segregated access within the site - plot 1 would be removed. This would mean occupiers having to walk up the private road. Whilst a short distance, this would be unacceptable and would pose a threat to the highway and pedestrian/occupier safety. This is discussed in the highways section.

7.6 Other Issues

Flood Risk Impact:

No concerns would be raised.

Trees and Landscaping:

Please see streetscene section of the report.

Other Issues

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

Conclusion:

The application is recommended for refusal on the following grounds:

1. Highway and pedestrian safety alongside overprovision of parking
2. Character and appearance - removal of important soft landscaping

8. Reference Documents

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

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

The London Plan (2021)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework (2021)

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