

DELEGATED DECISION

Prior Approval Application under Part 20,
Class AA of The Town and Country
(General Permitted Development)
(England) (Amendment) (No.2) Order 2020
(as amended)

Class AA

Development consisting of works for the
construction of new dwellinghouses on
detached buildings in commercial or mixed
use

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:

Report of the Head of Development Management and Building Control

Address: 117 PINNER ROAD NORTHWOOD

Development: Erection of an additional floor to create 4no. flats above existing residential upper and ground floor retail (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

LBH Ref Nos: 12055/APP/2025/2416

Drawing Nos:	Date of Plans
2010_PL12A	17-11-2025
2010_PL13D	17-11-2025
2010_PL14D	17-11-2025
2010_PL16D	17-11-2025
2010_PL17D	17-11-2025
2010_PL18F	17-11-2025
2010_PL20F	17-11-2025
2010_PL21D	17-11-2025
2010_PL22	17-11-2025
Addendum Planning Report	17-11-2025
Appendix 1	17-11-2025
Appendix 2	17-11-2025
Appendix 3	17-11-2025
Daylight Sunlight Report	17-11-2025
Fire Strategy	17-11-2025
Flood Risk Assessment	17-11-2025
Planning Report	17-11-2025

Drawing Nos: **Date of Amended Plans:**

Date Application Valid: 26th September 2025

1.0 RECOMMENDATION

PRIOR APPROVAL REFUSED

CONDITIONS

1. NON2 Reason for Refusal - External Appearance

By virtue of its height, scale, bulk and massing, the proposed development would harm the external appearance of the building. Prior approval is therefore refused under Condition Class AA.2.(1)(e), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

INFORMATIVES

1. I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

2.0 PLANNING CONSIDERATIONS

2.01 Planning Considerations

SITE AND SURROUNDINGS

The site is located on the south side of Pinner Road, close to its junction with Joel Street at the northern end of the Northwood Hills town centre and extends to the south with its southern boundary fronting Windsor Close. It measures approximately 3,000 square metres and comprises a three to four storey residential block with permission granted for 64 residential flats and 2 retail units arranged in three linked blocks in 2008 (App No. 12055/APP/2006/2510 refers). The approved flatted development has been constructed and is of a courtyard design that fronts Pinner Road and Windsor Close, with the other linked block fronting a service road on the site's eastern boundary. The ground floor retail units are located on the Pinner Road frontage.

There are 3 storey residential building blocks located immediately to the west of the application fronting Pinner Road and to the north of the site, on the opposite side of Pinner Road. Adjoining the site to the east is a mainly three storey retail parade which turns the corner and extends along Joel Street which mainly accommodates residential accommodation on the upper floors. The properties on Windsor Close comprises 2 storey, semi-detached properties.

Vehicular access to the retail units at the application site is provided via the Pinner Road frontage. Vehicular access to the underground parking for the 64 flats at the application site is accessed via Windsor Close through an undercroft and access ramp. Windsor Close is encompassed within a Controlled Parking Zone (CPZ) operating between 1pm to 2pm - Monday to Friday. The public transport accessibility level (PTAL) is at a moderate level of 3.

The site is located within the secondary frontage of the Northwood Hills minor town centre.

PROPOSED SCHEME:

This application seeks prior approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) in order to construct one additional storey to provide 4 flats. The additional floor would be provided above the recessed upper floor fronting Pinner Road (comprising 2 x 1b2p and 2 x 2b3p units).

Unlike the previous application, which sought a two-storey roof extension to create 8 flats, the current proposal has been reduced in scale and now involves a single additional floor. The previously considered part single, part two-storey addition sited centrally above the recessed upper floor on the eastern side block has not been pursued in this resubmission.

PERMITTED DEVELOPMENT LEGISLATION AND ASSESSMENT

The application has been made under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) . Class AA allows for development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building falling under a commercial or mixed use.

LEGISLATION:

Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

Permitted development

AA.-(1) Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building to which sub-paragraph (2) applies, together with any or all-

- (a) engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;
- (b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;
- (c) works for the construction of appropriate and safe access to and egress from the new dwellinghouses and existing premises in the building, including means of escape from fire, via additional external doors or external staircases;

(d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.

Planning Officer comment:

The proposed works would be sited immediately above the topmost storey on this detached building.

(2) This sub-paragraph applies to a building which is-

(a) used for any purpose within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes) or Class B1(a) (offices) of the Schedule to the 1987 Order, or as a betting office, pay day loan shop or launderette;

(b) in a mixed use combining-

(i) two or more uses within paragraph (a); or

(ii) a use falling within Class C3 (dwellinghouses) of the Schedule to the 1987 Order, together with one or more uses within paragraph (a).

Planning Officer comment: The lawful use of the application proposed is residential (Use Class C3) and retail (former Use Class A) and therefore accords with the provisions of 2(a) or (b).

Development not permitted

AA.1. Development is not permitted by Class AA if-

(za) the permission to use the building as a dwellinghouse has been granted only by virtue of Class MA of Part 3 of this Schedule;

(a) above ground level, the building is less than three storeys in height;

Planning Officer comment: The building exceeds three storeys in height above ground level.

(b) the building was constructed before 1st July 1948 or after 5th March 2018;

Planning Officer comment: The building was constructed after 1st July 1948 and prior to 5th March 2018.

(c) on 5th March 2018 the building was in a use other than-

(i) a use or mixed use within paragraph AA(2)(a) or (b); or

(ii) a use falling within Class C3 of the Schedule to the Use Classes Order;

Planning Officer comment: The building was in mixed use, i.e. retail (former Use Class A1) and residential (Use Class C3)

(d) the additional storeys are constructed other than on the principal part of the building;

Planning Officer comment: The GPDO does not define what is meant by principal part of the building. However, referring to the 'Permitted development rights for householders Technical Guidance', for guidance it is noted that the 'principal elevation'; is understood as follows:

"in most cases the principal elevation will be that part of the house which fronts (directly or at an angle) the main highway serving the house (the main highway will be the one that sets the postcode for the house concerned). It will usually contain the main architectural features such as main bay windows or a porch serving the main entrance to the house. Usually, but not exclusively, the principal elevation will be what is understood to be the front of the house.

There will only be one principal elevation on a house. Where there are two elevations which may have the character of a principal elevation, for example on a corner plot, a view will need to be taken as to which of these forms the principal elevation."

Turning back to this application, it is considered that the principal part of the building fronts Pinner Road. The original site address stated on the original permission is 117 Pinner Road. The submitted drawings for the original permission shows that the highest part of the building fronts Pinner Road, with the building topography being reduced in height along the elevation fronting Windsor Close. Furthermore, the ground floor retail units are accessed from Pinner Road.

Taking into account these factors, it is considered that the additional units would be constructed on the principal part of the building. As such, the proposal accords with this provision of the GPDO.

- (e) the floor to ceiling height of any additional storey, measured internally, would exceed the lower of-
- (i) 3 metres; or
 - (ii) the floor to ceiling height, measured internally, of any storey of the principal part of the existing building;

Planning Officer comment: According to the approved Section A-A drawing for the original permission, the floor to ceiling height, measured internally, of the principal part of the existing building fronting Pinner Road measures 2.2 metres at the lowest height (from the second floor upwards). The section drawings that have been submitted (2010_PL18F) with this prior approval application show that the proposed dwellings would have a floor to ceiling height of 2.31 metres. However, the approved baseline drawings for application 12055/APP/2006/2510 demonstrate a principal part ceiling height of 2.2m. Previous prior approval applications on this site have consistently been assessed against the approved baseline.

However, following discussion with Planning Enforcement and in consideration that the development has been substantially completed for more than 4 years the development would be immune from enforcement action under Section 171B. Therefore, the as-built floor to ceiling height would be lawful.

The proposal therefore complies with provision AA.1(e)(ii) of Class AA.

- (f) the new dwellinghouses are not flats;

Planning Officer comment: The proposed residential units would be flats.

- (g) the height of the highest part of the roof of the extended building would exceed the height

of the highest part of the roof of the existing building by more than 7 metres (not including plant, in each case);

Planning Officer comment: Based on the submitted drawings, the height of the highest part of the roof of the extended building would not exceed the height of the highest part of the roof of the existing building by more than 7 metres.

(h) the height of the highest part of the roof of the extended building (not including plant) would be greater than 30 metres;

Planning Officer comment: The height of the highest part of the roof of the extended building (not including plant) would not be greater than 30 metres.

(i) development under Class AA(1)(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;

Planning Officer Comment: The development would not include visible support structures on or attached to the exterior of the building upon completion of the development.

(j) development under Class AA(1)(a) would consist of engineering operations other than works within the existing curtilage of the building to-

(i) strengthen existing walls;

(ii) strengthen existing foundations; or

(iii) install or replace water, drainage, electricity, gas or other services;

Planning Officer comment: The development would not consist of engineering operations other than works within the existing curtilage of the building to (i) strengthen existing walls; (ii) strengthen existing foundations; or (iii) install or replace water, drainage, electricity, gas or other services.

(k) in the case of Class AA(1)(b) development there is no existing plant on the building;

Planning Officer comment: The development would not include additional plant.

(l) in the case of Class AA(1)(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;

Planning Officer comment: The proposed development does not seek to replace or install any additional plant.

(m) development under Class AA(1)(c) would extend beyond the curtilage of the existing building;

Planning Officer comment: The development would not extend beyond the curtilage of the existing building.

- (n) development under Class AA(1)(d) would-
 - (i) extend beyond the curtilage of the existing building;
 - (ii) be situated on land forward of a wall forming the principal elevation of the existing building;or
 - (iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building; or

Planning Officer comment: The proposed additional storeys would not project beyond the existing walls of the existing recessed upper floor.

- (o) the land or site on which the building is located, is or forms part of-
 - (i) article 2(3) land;
 - (ii) a site of special scientific interest;
 - (iii) a listed building or land within its curtilage;
 - (iv) a scheduled monument or land within its curtilage;
 - (v) a safety hazard area;
 - (vi) a military explosives storage area; or
 - (vii) land within 3 kilometres of the perimeter of an aerodrome.

Planning Officer comment: The site does not form part of any land designations noted above. The building also would not be located on land within 3 kilometres of an aerodrome.

Conditions

AA.2.-(1) Where any development under Class AA is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to-

- (a) transport and highways impacts of the development;
- (b) air traffic and defence asset impacts of the development;
- (c) contamination risks in relation to the building;
- (d) flooding risks in relation to the building;
- (e) the external appearance of the building, including-
 - (i) the design and architectural features of-
 - (aa) the principal elevation; and
 - (bb) any side elevation that fronts a highway; and
 - (ii) the impact of any works under sub-paragraph (1)(c) or (d) of Class AA;
- (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;
- (h) impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses;
- (i) impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area;
- (j) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012(2) issued by the Secretary of State,
- (k) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building; and
- (l) where the development meets the fire risk condition (see paragraph C(3) of this Part), the

fire safety impacts on the intended occupants of the building, and the provisions of paragraph B (prior approval) of this Part apply in relation to that application.

(2) In sub-paragraph (1)(h), "commercial premises" means any premises in the building or the surrounding area which are normally used for the purpose of carrying on any trade or business, and includes any premises licensed under the Licensing Act 2003 or any other place of public entertainment.

(3) Any development under Class AA is permitted subject to the condition that it must be completed within a period of 3 years starting with the date prior approval is granted.

(4) Any development under Class AA is permitted subject to the condition that before beginning the development, the developer must provide the local planning authority with a report for the management of the construction of the development, which sets out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated.

(5) The developer must notify the local planning authority of the completion of the development as soon as reasonably practicable after completion.

(6) The notification referred to in sub-paragraph (5) must be in writing and must include-

(a) the name of the developer;

(b) the address or location of the development; and

(c) the date of completion.

(7) Following the development, every dwellinghouse in the building must remain in use as a dwellinghouse within the meaning of Class C3 of the Schedule to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the primary use as a dwellinghouse.

OTHER MATTERS

HOUSING STANDARDS

The proposed units comply with the minimum unit and bedroom sizes as specified in Policy D6 of the London Plan and Policy DMHB 16 of the Hillingdon Local Plan, Part 2.

FIRE SAFETY

Condition AA.2.-(1)(k) requires the developer to apply to the Local Planning Authority for prior approval where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building. The existing building is not more than 18m in height.

A Fire Strategy Report has been submitted in compliance with Policy D12 of the London Plan. This outlines the fire safety proposals which will be developed by competent fire engineers prior to construction. It advises that access and facilities for the Fire Service should be established in compliance with the current Building Regulations.

As such, the proposals accords with Condition AA.2.-(1)(k).

2.02 Transport and Highways

Condition AA.2.-(1)(a) of Class AA requires prior approval to be sought for the transport and highway impacts of the development.

Parking Provision

London Plan Policy T6.1 (Residential Parking) sets maximum parking standards for new residential development. For a scheme of four additional units, the maximum requirement is 3 on-plot spaces. The application, however, depicts 8 spaces arranged longitudinally along the private service road to the east of the site.

The proposed development includes provision for 8 car parking spaces within the site, significantly in excess of the maximum parking standards set out in Table 10.3 of the London Plan (2021), which allow for a maximum of 3 spaces for four additional residential units. The extent of over-provision would conflict with strategic objectives to reduce car dependency and promote sustainable travel.

While the site records a moderate Public Transport Accessibility Level (PTAL) of 3, the 'real-world' accessibility is notably higher than the numerical rating suggests, owing to the close proximity of Northwood Hills Underground Station and the wide range of bus routes serving the area. This level of connectivity offers genuine alternatives to private car use and further reduces the justification for on-site parking.

Further concerns arise regarding the accessibility and feasibility of the 8 proposed spaces, which are shown on a private service road falling within the applicant's blue line rather than the red line. This service road is currently used for refuse storage and servicing activities, and there is insufficient evidence that it could safely and practically accommodate regular parking without prejudicing its existing operational function.

However, given the site's level of accessibility and the policy requirement to minimise car dependency, the development could reasonably be brought forward as a car-free scheme. If the application were to be recommended for approval, a planning condition could be imposed to prevent future occupiers of the new units from using or being allocated any of the existing basement parking spaces, alongside a legal agreement restricting their eligibility for parking permits.

Cycle Parking

The application includes provision for 15 secure and accessible cycle spaces within the basement, which meets London Plan standards.

Construction Management Plan (CMP)

No CMP has been submitted. Given the constraints of Pinner Road and Windsor Close, a detailed CMP would be essential to mitigate construction impacts. This could be secured by

condition if the scheme were otherwise acceptable.

2.03 Air Traffic and Defence

Condition AA.2.-(1)(b) requires the developer to apply to the Local Planning Authority for prior approval as to the air traffic and defence asset impacts of the development.

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

RAF Northolt, Heathrow Airport Ltd, Denham Aerodrome and National Air Traffic Services were consulted as part of the application. No objections were raised by RAF Northolt, National Air Traffic Service and Heathrow Airport. No comments were received from Denham Aerodrome. The only advisory comment was received from Heathrow Airport Ltd regarding the need to use red static omnidirectional lighting should a crane be used. This could have formed the subject of an informative had the application been recommended for approval.

The application is therefore considered to be acceptable, in terms of air traffic and defence asset impacts of the development.

2.04 Contamination

Condition AA.2.-(1)(c) requires the developer to apply to the Local Planning Authority for prior approval as to the contamination risks in relation to the building.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

- C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
- D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

Having considered the applicant's submission against the Council's land contamination records, the Council's Contaminated Land Officer has advised that they have no objection in principle to the proposed development. However, the Council's records indicate that the site is a former potentially contaminated land use (identified as 'Other') and is an infilled/possibly infilled site.

Although under the prior approval process it is not possible to impose a planning condition, the Contaminated Land Officer has advised that if this were a planning application, a comprehensive land contamination condition would normally be recommended. The applicant is therefore strongly advised to address the contamination risks through the recommended investigations, remediation and verification process to ensure the development is safe and suitable for its intended use.

Given the information submitted, and in the absence of any site-specific evidence to the contrary, it is considered that the proposal does not give rise to unacceptable contamination risks, and the prior approval can be granted in this respect.

2.05 Flooding

Condition AA.2.-(1)(d) requires the developer to apply to the Local Planning Authority for prior approval as to the flooding risks in relation to the building.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The site is located in Flood Zone 1 where the risk of flooding from rivers or seas is low. As such, all forms of development, including extensions to residential properties, are acceptable in this location, in terms of fluvial flood risk.

According to the Council's GIS map, the site lies within a critical drainage area. A Flood Risk Assessment has been submitted and the Council's Drainage Consultants have reviewed the document and advise that there isn't enough information in the FRA for us to review as it only covers the flood risk to the area, and to assess it we would need a drainage strategy for the

site.

However, given that the development relates to upper floor extensions and that the proposal would not involve any alterations / increase in the hard surfacing of the site, it is considered that the opportunities to improve drainage on the site are limited and a drainage strategy.

The application is therefore considered not to warrant a reason for refusal based on flood risk to the building

2.06 External Appearance

External Appearance

Paragraph AA.2.-(3)(ii) of Class AA requires prior approval to be sought for 'the external appearance of the dwellinghouse, including the design and architectural features of - (aa) the principal elevation of the dwellinghouse, and (bb) any side elevation of the dwellinghouse that fronts a highway.

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

In addition, Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that extensions will be required to ensure that there is no adverse cumulative impact of the proposal on the character, appearance of quality of the existing street scene.

A recent High Court decision (Cab Housing Ltd & Ors v Secretary of State for Levelling Up, Housing and Communities & Ors EWHC 208 (Admin)) confirmed that "impact on amenity" is not confined to issues of overlooking, privacy or loss of light, and that the phrase "adjoining premises" extends to neighbouring properties and the wider locality. It also concluded that the restrictions in Class AA regarding the impact on external appearance are not limited to the host property itself, but extend to the effect on neighbouring premises and the townscape more generally.

Existing Building and Streetscape

The host building is a contemporary four-storey structure, already taller than the immediate three-storey parade along Pinner Road and nearby development along Joel Street. Its massing was originally designed with a stepped arrangement to moderate its scale: the tallest element addresses Pinner Road, reducing in height towards the rear and Windsor Close. This

hierarchy ensures the scheme sits relatively comfortably within the streetscape despite being a more dominant form than its neighbours.

Design Issues and Impact

The proposed addition of a further storey would exacerbate the building's prominence, introducing additional height, bulk and visual massing to an already dominant structure. Despite the proposal being reduced to one additional storey (rather than the two previously refused), the increase would nonetheless tip the proportions of the block towards a "top-heavy" form that unbalances its composition.

On the principal elevation facing Pinner Road - the most sensitive and publicly visible frontage - the additional storey would accentuate the discordance with the consistent roofline and rhythm of surrounding development. The established character of the local centre relies on buildings of a broadly uniform scale, massing and architectural expression. Any further increase in height on this site would accentuate its divergence from the prevailing townscape and would fail to integrate with its context.

Conclusion

By virtue of its height, scale, bulk and massing, the proposal would disrupt the architectural composition and rhythm of the host building, and would exacerbate the discordance between the site and its surrounding context. The additional storey would be visually intrusive and harmful to the character and appearance of the wider streetscape.

While the proposed external finishes and fenestration may match the existing top floor, these measures would not mitigate the identified harm. The scheme therefore fails to satisfy the requirements of Condition AA.2(1)(e) of the GPDO, conflicts with Policies D1, D3 and D4 of the London Plan (2021), Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two (2020), and is contrary to the design objectives of the NPPF (2024).

2.07 Provision of Natural Light

Provision of Natural Light

Condition AA.2-(1)(f) requires the developer to apply to the Local Planning Authority for prior approval as to the provision of adequate natural light in all habitable rooms of the new dwellinghouses.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all housing development should provide an appropriate living environment.

The applicant has submitted a Daylight and Sunlight (D&S) Assessment (EB7, September 2024). It is noted that this assessment was originally prepared for a previous proposal at the site involving a two-storey roof extension (8 flats) rather than the current reduced scheme of a

single additional storey (4 flats). The report concluded that 100% of the proposed habitable rooms in the larger scheme would meet or exceed the relevant BRE 2022 standards for daylight and sunlight, with all units achieving recommended levels of direct sunlight.

Given the current proposal is materially reduced in scale and massing, it is considered that the development would result in no greater impact on the quality of natural light within the proposed dwellings and is highly likely to achieve equivalent or improved levels of compliance. On this basis, the proposal is considered to satisfy the requirements of Condition AA.2.-(1)(f) in respect of providing adequate natural light to the proposed dwellings.

2.08 Impact on Amenity

Impact on Amenity

Condition AA.2.-(1)(g) requires the developer to apply to the Local Planning Authority for prior approval as to the impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The siting of the proposed additional units would not harm the amenities of existing flats within the block and surrounding properties by reason of overlooking and loss of privacy over and above that already resulting from the existing flats.

The submitted Daylight and Sunlight Assessment again relates to the previous two-storey / 8-flat proposal. That study found:

- Daylight (VSC/NSL): 99% of neighbouring windows and 97% of rooms tested met or exceeded BRE guidelines, with only very minor shortfalls considered acceptable under the flexibility allowed by the BRE.
- Sunlight (APSH): All main living rooms tested met or exceeded BRE guidelines for annual and winter sunlight.
- Overshadowing: Existing amenity space at 117 Pinner Road retained 100% of its former sunlight value, fully compliant with BRE standards.

Given the current proposal is of reduced scale compared with the scheme assessed, it is considered that impacts on the daylight and sunlight of neighbouring properties would be no worse and are likely to be improved.

In terms of overlooking and privacy, the additional floor would not introduce new direct sightlines materially different to those already present from the existing upper floors of the building.

While the submitted D&S Assessment does not directly model the current scheme, the reduced scale of development compared to the previously assessed 8-flat proposal provides confidence that both the proposed units and neighbouring properties would continue to experience acceptable daylight and sunlight conditions. On this basis, the proposal is considered to accord with Condition AA.2.-(1)(g).

2.09 Impacts of Noise

Impact of Noise

Condition AA.2.-(1)(h) requires the developer to apply to the Local Planning Authority for prior approval as to the impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to protect residential amenity.

The proposed dwellings would front Pinner Road and the residential access. They would not be sited any closer to surrounding commercial uses than the existing flats within this development. It is therefore considered that the noise from commercial premises would not adversely impact on the occupiers of the new dwellinghouses.

2.10 Impacts on Trade and Business

Condition AA.2.-(1)(i) requires the developer to apply to the Local Planning Authority for prior approval as to the impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area.

Policy D13 of the London Plan sets out the agent of change principle which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them. New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

Development proposals should manage noise and other potential nuisances by:

- 1) ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
- 2) exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
- 3) separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

The existing building is in mixed use comprising retail and residential accommodation. The principle of a residential use is therefore already established. In terms of the proposed increase in residential units, it is not anticipated that any trade, business or other use of land in the area would be adversely impacted to such an extent that a reason for refusal would be reasonable and robust.

Accounting for the above assessment, prior approval can be granted under Condition AA.2.- (1)(i).

2.11 Impact on Protected View

Condition AA.2.-(1)(j) requires the developer to apply to the Local Planning Authority for prior approval as to whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012(2) issued by the Secretary of State.

The development will not impact any protected views identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State.

As such, prior approval can therefore be granted under Condition AA.2.-(1)(j).

3.0 COMMENTS ON PUBLIC CONSULTATION

3.01 Consultee Comments PUBLIC CONSULTATION

The application was advertised by site notice on 09-10-25, for 21 days.

A total of 117 properties and Northwood Hills Residents Association were consulted directly regarding the proposed development. Two objections were received as summarised below:

- Height, scale and character
- Parking and highways
- Amenity concerns, overlooking and loss of privacy.
- Concerns raised about increased noise and disturbance from additional occupiers.
- Construction impacts

Other matters raised

Some comments referred to site address discrepancies (117 Pinner Road / 40A Windsor Close), shipping containers and refuse storage in the service yard, and the management/tenancy mix of the existing flats. These matters fall outside the scope of the prior approval process and cannot be taken into account in the assessment.

Planning Officer comment:

The neighbour objections relating to parking, highways impacts, external appearance (including height, scale, bulk and massing), and amenity are material considerations under the prior approval process and are assessed in the relevant sections of this report.

EXTERNAL CONSULTTEES

Heathrow Aerodrome Safeguarding

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development

National Air Traffic Services (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

MOD Safeguarding - RAF Northolt

I can confirm that, following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.

The MOD must emphasise that this email is provided specifically in response to the application documents and supporting information provided on the London Borough of Hillingdon website as of the date of this email.

Thames Water

Waste Comments:

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fhelp%2Fhome-improvements%2Fhow-to-connect-to-a-sewer%2Fsewer-connection-design&data=05%7C02%7CPlanningEConsult%40Hillingdon.Gov.UK%7Cf0cefc1771da4f55e16108dd7d9b0e7a%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638804827147357394%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoiTWFpbCIsIlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=VIDIatpCKOcp%2Ff%2BBy%2B5a698ozroE1BZwreoEf8xy3s0M%3D&reserved=0>

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Planning officer comment:

Had the application been recommended favourably, appropriate informative could have been attached.

INTERNAL CONSULTEES

Contaminated Land Officer

No objection. The site is recorded as a former potentially contaminated land use ("Other"). An informative is recommended to advise contractors to take appropriate precautions should contamination be encountered during ground or landscaping works, particularly if additional car parking spaces are constructed.

Contamination Informative

There is a possibility there may be some contaminating substances in the ground at the site. Our contaminated land record shows the site to be on a former potentially contaminated land use identified as Other.

We would advise persons working on site to take basic precautions in relation to any contamination they may find.

REASON:

You are advised this development is on a former potentially contaminated land use identified as Other. Therefore, the above advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site is done should there be any contamination identified during the development where there is a need, for ground work once such works are complete to minimise risk to the occupants of the site.

Access Officer

This prior approval application has been reviewed against the requirements of the London Plan (2021). Policy D7 is not engaged for the formation of 4 additional residential units within the existing development. No objections raised from an accessibility perspective.

Noise Officer

Sufficient information has been provided by the Applicant to make a recommendation on noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions. With regard to the impact of the existing noise environment on the proposed development:

For the lifetime of the development hereby permitted the noise level shall not exceed: 30 dB

L_{Aeq} 8 hrs between 2300 and 0700; and 35 dB L_{Aeq} 16 hrs between 0700 and 2300 measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

Reason: To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause an adverse effect on their health and quality of life. This has regard to BS8233:2014.

An informative is also recommended regarding potential construction noise and the Council's powers under the Control of Pollution Act 1974.

Urban Design Officer

The proposed design is considered to disrupt the visual harmony and character of the street, creating an incongruous and "top-heavy" appearance. The existing four-storey building, with a recessed upper floor, currently sits relatively comfortably within the streetscape. The additional floor would exacerbate the prominence of the block and result in a discordant relationship with the prevailing three-storey character of Pinner Road and Joel Street.

Highways Authority

Site Characteristics & Background

The original 'whole site' address (117 Pinner Road) received planning permission for 64 residential flats and 2 retail units arranged in 3 blocks in 2008 (App no.12055/APP/2006/2510). 54 basement car parking spaces were inclusive to the permission together with 76 residential cycle spaces (+16-retail).

The relevant block subject of this new application front Pinner Road in Northwood and incorporates a pedestrian access to the build. Vehicular access to the rear basement car park is taken directly from Windsor Close which joins Joel Street.

Pinner Road is covered by parking controls operating from 8am to 6.30pm-Monday to Saturday whilst Windsor Close (but not the site address) is encompassed within a Controlled Parking Zone (CPZ) operating between 1pm to 2pm - Monday to Friday. The public transport accessibility level (PTAL) is at a moderate level of 3 however in practice, the 'real world' PTAL is somewhat higher than numerically depicted due the proximity of Northwood Hills LU Station and a plethora of local bus routes serving the locality. As a result, this further assists in discouraging dependency on the use and ownership of private motor transport.

2021

It was proposed to add 4 additional residential dwellings (2 studios & 2x3bedroom units) to the original consent via a Prior Approval (PA) process (12055/APP/2021/1799) with no change to the overall level of secured on-plot parking provisions (54). The PA was refused on several grounds (August 2021) including the following transport/highway related reason 2: Reason 2) "The applicant has failed to secure parking permit restrictions for future occupiers and a Travel Plan which are both required to mitigate the parking and highways impacts created by the proposed development. Prior approval is therefore refused under Condition Class AA.2 (1)(a), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) England 2015 (Order as amended)."

However, it should be noted that as the address lies outside of the nearest controlled parking zone incorporating a residential parking scheme (including Windsor Close), new occupiers of the address would be ineligible for permit issue. The Highway Authority (HA) therefore

correctly omitted reference to the imposition of a permit restriction for future occupiers. The aspect of a parking permit restriction should therefore have not formed part of the above refusal reason as it would not have been sustainable on appeal. By way of contrast, the travel plan aspect was relevant at that time of refusal but strictly speaking is now superfluous to this new 2025 application given the relatively small rise in residential units.

2022

An application submitted for PA (12055/APP/2022/2069) was for 11 flatted units (4 studios, 3x1 & 4x3 bedrooms) to be accommodated within two new additional 4th & 5th floors now with 8 additional car parking spaces located directly adjacent to the existing build but within the site envelope arranged longitudinally on the western side of a private rear service road which falls under the same land ownership. It was thereafter refused on several grounds in early 2023 including two related to Highways/Transport considerations:

Reason 4) The proposed development fails to demonstrate that the retained service road would be capable of maintaining adequate delivery and service vehicle access to adjacent commercial properties without the need for vehicles to reverse excessive distances and that the 8 additional parking spaces would be feasible and workable. As such, it has not been adequately demonstrated that the proposal would not give rise to additional on-street parking and lead to conditions which would be prejudicial to the operation of the highway network and pedestrian and highway safety, contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2020).

&

Reason 7) The applicant has failed to secure parking permit restrictions for future occupiers and a Travel Plan which are both required to mitigate the parking and highways impacts created by the proposed development. Prior approval is therefore refused under Condition Class AA.2 (1)(a) Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

2025 - 1st application

The most recent PA application (12055/APP/2025/451) was for 8 flatted units (4x1, 2x2 & 2x3 bedrooms) to be accommodated again within two new additional 4th & 5th floors again with 8 additional car parking spaces positioned in the same manner as per the previous 2022 application described above together with an additional 15 secure cycle spaces located within the basement car park. It was refused on several grounds including one related to Highways/Transport considerations:

Reason 3) The application fails to include a parking allocation plan, Electric Vehicle Charging Points (EVCPs), and a Construction Management Plan (CMP), which are essential for mitigating the transport and highway impacts of the development. As a result, the proposal does not comply with Condition AA.2(1)(a) of Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). N.B. It was subsequently accepted by LBH and the applicant that the items identified within reason 3 can be secured by way of planning condition.

Current & 2nd 2025 Application

The current PA application is now for 4 flatted units (2x1 & 2x2 bedrooms) to be accommodated again within a new additional 4th floor again with 8 additional car parking spaces positioned in the same manner as per the earlier 2022 application described above together with an additional 15 secure cycle spaces located within the basement car park.

Parking Provision

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3. The maximum parking requirement for the proposal would be in the region of up to 3 on-plot spaces to comply with overriding regional parking standard. As depicted, this standard is exceeded with 8 spaces proposed within the service road adjacent to the existing build. It is noted that the land in question incorporating the 8 said longitudinally positioned parking spaces located within the adjacent private access road is also within the control of the applicant as confirmed by the official red-line boundary and is physically delineated by a row of lockable bollards. As demonstrated, the arrangement will still retain an acceptable residual width of remaining service road that should not hamper vehicular movements in and out of the service road associated with the other shared uses. It is acknowledged that the said 8 spaces had been made available, and not directly contested by the Highway Authority, since the earlier 2022 & 2025 applications albeit for a higher quantum of flatted units. Notwithstanding the above, as the current proposal has been significantly reduced the number and scale of flatted units, it is recommended that the 8 available spaces are reduced to 3 to align with the regional requirement.

Once reduced and if recommended for grant, * the allocation of parking space/s per flat would benefit from a parking allocation plan secured by way of planning condition.

It should also be noted that the aspect of imposing a 'resident permit restriction' on new occupiers would not satisfy the tests for planning obligations (NPPF (2024) - Para's 56-58) as it is considered inappropriate and unreasonable to apply in this case given that the address lies outside of the nearest controlled parking zone (CPZ) incorporating a residential parking scheme. In short, new occupiers would not be eligible to purchase permits for use in the nearby CPZ which includes Windsor Close.

Notwithstanding the above, the applicant has previously highlighted that as part of the original 2008 consent (12055/APP/2006/2510) for the mixed-use redevelopment incorporating 64 residential units, a formal legal agreement is in place and already includes a 'restricted parking' clause that prohibits the issue of resident parking permits. A Green Travel Plan is also referenced.

In the spirit of consistency with the originally consented 2008 development, the applicant is now willing to maintain this status quo so as "to exclude future residents of the proposed development scheme from eligibility to receive resident parking permits for parking in a nearby controlled parking zone (CPZ)" and in this respect has now presented a draft Unilateral Undertaking which can be considered supplemental to the established 2008 section 106 agreement.

Electric Vehicle Charging Points (EVCP's)

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, all 3 spaces should be designated as 'active' to future proof

for anticipated demand. *This aspect has not been acknowledged by the applicant and hence should be secured by condition if approval is granted.

Cycle Parking

In terms of cycle parking there should be a total provision of at least 15 secure and accessible spaces. The applicant highlights the provision of this quantum suitably located within the basement area which is considered a satisfactory arrangement.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The proposal would potentially raise the level of vehicular activity to and from the site envelope. Nevertheless, the anticipated net uplift in trip generation related to the new dwellings units does not raise any immediate highway concerns with a predicted potential activity of up to 1-2 two-way vehicular movements during the most crucial and sensitive morning and late afternoon/evening peak traffic periods. This level of generation is considered relatively marginal in highway impact terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

Refuse collection would continue to be conducted in line with collections for the existing 64 flats with an amended storage area within the existing basement area. If approved, a suitable condition may be required to secure satisfactory provisions for the additional units however, the council's 'Waste Management Service' may also wish to comment further on this matter.

Construction Management Plan (CMP)

A full and detailed CMP will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the private and public realm. * It will need to be secured post-permission via condition.

Conclusion (based on the reduction of on-plot car parking from 8 to 3 spaces)

Transport and Highway Impact Terms

In accord with the Town and Country Planning General Permitted Development (GPD) Order 2015 (Class AA - part 20 of schedule 2) (as amended) there is broadly no specific objection to the proposal. To expand - the provision of 4 additional residential units is unlikely to measurably affect overall traffic generation to and from the site or indeed create undue on-street parking demand given the proposed parking provisions and the relative sustainability of the location together with the extensive parking controls within the local area.

Hence, on balance, in 'highway & transport' terms, although the proposal would not normally demand a requirement for Prior Approval, in order to invoke the imposition of the 3 planning obligations asterisked in bold above, it is recommended that Prior Approval is required and should be granted thereafter as the proposal then satisfies condition AA.2 (1) (a) (transport and highway impacts of the development) of the Class AA GPD Order 2015 (as amended).

4.0 RELEVANT PLANNING HISTORY

12055/APP/2025/451 117 PINNER
ROAD
NORTHWOOD

Erection of two additional floors to create 8 no. flats above existing residential uppers and ground floor retail (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Decision: 12-05-25 Refusal

12055/APP/2022/2069 117 PINNER
ROAD
NORTHWOOD

Addition of 2 floors above existing residential and mixed use scheme to provide 11 flats (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Decision: 18-01-23 Refusal

12055/APP/2021/1798 PUNAM
APARTMENTS
40A WINDSOR
CLOSE

Addition of 2 floors above existing residential and mixed use scheme to provide 9 flats (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Decision: 16-08-21 Refusal

12055/APP/2021/1799 117 PINNER
ROAD
NORTHWOOD

Addition of 1 floor above existing residential and mixed use scheme to provide 4 flats (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Decision: 16-08-21 Refusal

4.01 Comment on Planning History

Relevant history is listed above.

The site (117 Pinner Road) received planning permission for 64 residential flats and 2 retail units arranged in 3 blocks in 2008 (App no. 12055/APP/2006/2510). 54 basement car parking spaces were inclusive to the permission together with 76 residential cycle spaces (+16-retail).

12055/APP/2025/451 - Erection of two additional floors to create 8 no. flats above existing residential uppers and ground floor retail (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Refused for following reasons:-

1. By virtue of its height, scale, bulk and massing, the proposed development would harm the external appearance of the building. Prior approval is therefore refused under Condition Class AA.2.(1)(e), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
2. The floor to ceiling height of the proposed additional storeys, measured internally, would exceed the floor to ceiling height, measured internally, of the principal part of the existing building. The application submission therefore fails to accord with provision AA.1.(e) (ii), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
3. The application fails to include a parking allocation plan, Electric Vehicle Charging Points (EVCPs), and a Construction Management Plan (CMP), which are essential for mitigating the transport and highway impacts of the development. As a result, the proposal does not comply with Condition AA.2(1)(a) of Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

12055/APP/2022/2069 - Addition of 2 floors above existing residential and mixed use scheme to provide 11 flats (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Refused for following reasons:-

1. The proposed additional storeys would not be constructed on the principal part of the building that was granted permission under application reference 12055/APP/2006/2510. The application submission therefore fails to accord with provision AA.1.(d), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
2. The floor to ceiling height of the proposed additional storeys, measured internally, would exceed the floor to ceiling height, measured internally, of the principal part of the existing building. The application submission therefore fails to accord with provision AA.1.(e) (ii), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
3. By virtue of its height, scale, bulk and massing, the proposed development would harm the external appearance of the building. Prior approval is therefore refused under Condition Class AA.2.(1)(e), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
4. The proposed development fails to demonstrate that the retained service road would be capable of maintaining adequate delivery and service vehicle access to adjacent commercial

properties without the need for vehicles to reverse excessive distances and that the 8 additional parking spaces would be feasible and workable. As such, it has not been adequately demonstrated that the proposal would not give rise to additional on-street parking and lead to conditions which would be prejudicial to the operation of the highway network and pedestrian and highway safety, contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2020).

5. Insufficient information, based on the latest BRE guidelines (June 2022) has been submitted in order to enable the Local Planning Authority to establish whether the proposed development would provide the provision of adequate natural light in all habitable rooms of the new dwellinghouses. Prior approval is therefore refused under Condition Class AA.2.(1)(f), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

6. Insufficient information, based on the latest BRE guidelines (June 2022) has been submitted in order to enable the Local Planning Authority to establish whether the proposed development would adversely impact on the amenity of the existing building and neighbouring premises, in respect to the loss of light. Prior approval is therefore refused under Condition Class AA.2.(1)(g), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7. The applicant has failed to secure parking permit restrictions for future occupiers and a Travel Plan which are both required to mitigate the parking and highways impacts created by the proposed development. Prior approval is therefore refused under Condition Class AA.2.(1)(a), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

2021/1799 - Addition of 1 floor above existing residential and mixed use scheme to provide 4 flats (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

Refused for following reasons:-

1. The floor to ceiling height of the proposed additional storeys, measured internally, would exceed the floor to ceiling height, measured internally, of the principal part of the existing building. The application submission therefore fails to accord with provision AA.1.(e) (ii), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

2. The applicant has failed to secure parking permit restrictions for future occupiers and a Travel Plan which are both required to mitigate the parking and highways impacts created by the proposed development. Prior approval is therefore refused under Condition Class AA.2.(1)(a), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

3. By virtue of its height, scale, bulk and massing, the proposed development would harm the external appearance of the building. Prior approval is therefore refused under Condition Class AA.2.(1)(e), Part 20, Schedule 2 of the Town and Country Planning (General Permitted

Development) (England) Order 2015 (as amended).

4. Insufficient information has been submitted in order to enable the Local Planning Authority to establish whether the proposed development would provide the provision of adequate natural light in all habitable rooms of the new dwellinghouses. Prior approval is therefore refused under Condition Class AA.2.(1)(f), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

5. Insufficient information has been submitted in order to enable the Local Planning Authority to establish whether the proposed development would adversely impact on the amenity of the existing building, in respect to the loss of light. Prior approval is therefore refused under Condition Class AA.2.(1)(g), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

12055/APP/2021/1798 - Addition of 2 floors above existing residential and mixed use scheme to provide 9 flats (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

Refused for the following reasons:-

1. The proposed works are not 'immediately above the topmost storey' of the existing building that was granted permission under application reference 12055/APP/2006/2510. The application submission therefore fails to accord with provision AA.-(1), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

2. The proposed additional storeys would not be constructed on the principal part of the building that was granted permission under application reference 12055/APP/2006/2510. The application submission therefore fails to accord with provision AA.1.(d), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

3. The floor to ceiling height of the proposed additional storeys, measured internally, would exceed the floor to ceiling height, measured internally, of the principal part of the existing building. The application submission therefore fails to accord with provision AA.1.(e) (ii), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

4. The proposed development would be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building. The application submission therefore fails to accord with provision AA.1.(n) (iii), Class AA, Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

5. The applicant has failed to secure parking permit restrictions for future occupiers and a Travel Plan which are both required to mitigate the parking and highways impacts created by the proposed development. Prior approval is therefore refused under Condition Class AA.2.(1)(a), Part 20, Schedule 2 of the Town and Country Planning (General Permitted

Development) (England) Order 2015 (as amended).

6. By virtue of its height, scale, bulk and massing, the proposed development would harm the external appearance of the building. Prior approval is therefore refused under Condition Class AA.2.(1)(e), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

7. Insufficient information has been submitted in order to enable the Local Planning Authority to establish whether the proposed development would provide the provision of adequate natural light in all habitable rooms of the new dwellinghouses. Prior approval is therefore refused under Condition Class AA.2.(1)(f), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

8. Insufficient information has been submitted in order to enable the Local Planning Authority to establish whether the proposed development would adversely impact on the amenity of the existing building and neighbouring premises, in respect to the loss of light. Prior approval is therefore refused under Condition Class AA.2.(1)(g), Part 20, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

5.0 ADVERTISEMENT AND SITE NOTICE

5.01 Advertisement Expiry Date: Not applicable

5.02 Site Notice Expiry Date: Not
Applicable

6.0 PLANNING POLICES AND STANDARDS

The following Policies are considered relevant to the application:-

Part 1 Policies:

1. **PT1.BE1 (2012) Built Environment**

(2012) Built Environment

2. **PT1.EM6 (2012) Flood Risk Management**

(2012) Flood Risk Management

Part 2 Policies:

1. **LPP D4 (2021) Delivering good design**

(2021) Delivering good design

2. **LPP D6 (2021) Housing quality and standards**

(2021) Housing quality and standards

3. **LPP SI12 (2021) Flood risk management**

(2021) Flood risk management

4. **LPP SI13 (2021) Sustainable drainage**

(2021) Sustainable drainage

5. **LPP T4 (2021) Assessing and mitigating transport impacts**

(2021) Assessing and mitigating transport impacts

6. **LPP T5 (2021) Cycling**

(2021) Cycling

7. **LPP T6 (2021) Car parking**

(2021) Car parking

8. **LPP T6.1 (2021) Residential parking**

(2021) Residential parking

9. **DMEI 9 Management of Flood Risk**

Management of Flood Risk

10. **DMEI 10 Water Management, Efficiency and Quality**

Water Management, Efficiency and Quality

11. **DMEI 12 Development of Land Affected by Contamination**

Development of Land Affected by Contamination

12. **DMHB 10 High Buildings and Structures**

High Buildings and Structures

13. **DMHB 11 Design of New Development**

Design of New Development

14. **DMHB 16 Housing Standards**

Housing Standards

15. **DMT 1 Managing Transport Impacts**

Managing Transport Impacts

16. **DMT 2 Highways Impacts**

Highways Impacts

17. DMT 4 Public Transport

Public Transport

18. DMT 5 Pedestrians and Cyclists

Pedestrians and Cyclists

19. DMT 6 Vehicle Parking

Vehicle Parking

20. DMAV 1 Safe Operation of Airports

Safe Operation of Airports

**21. NPPF12 - NPPF12 2024 - Achieving well-designed places
24**

NPPF12 2024 - Achieving well-designed places

**22. NPPF14 - NPPF14 2024 - Meeting the challenge of climate change, flood
24**

NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

**23. NPPF2 - NPPF2 2024 - Achieving sustainable development
24**

NPPF2 2024 - Achieving sustainable development

**24. NPPF4 - NPPF4 2024 - Decision making
24**

NPPF4 2024 - Decision making

**25. NPPF5 - NPPF5 2024 - Delivering a sufficient supply of homes
24**

NPPF5 2024 - Delivering a sufficient supply of homes

**26. NPPF9 - NPPF9 2024 - Promoting sustainable transport
24**

NPPF9 2024 - Promoting sustainable transport

7.0 REFERENCE DOCUMENTS

The Town and Country Planning (General Permitted Development) (England) Order 2015 as amended by the Town and Country Planning (General Permitted Development) (England) (Amendment) (No2) Order 2020.

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