



Planning, Design and Access Statement

53 and 53A Hawthorne Avenue, Ruislip, HA4 8SP

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CONTENTS

SECTION		PAGE
1	Introduction	2
2	The Site and Surrounding Area	3
3	Background to the Application and Design Evolution to Date	4
4	Proposed Development	4
5	Planning Policy	5
6	Design Summary	6
7	Impact upon the Street Scene	8
8	Access and Parking	10
9	Space Standards	11
10	Impact upon Neighbouring Properties	12
11	Amenity Space	13
12	Waste Storage	14
13	Site Drainage and Landscaping	14
14	Community Infrastructure Levy (CIL)	14
15	Housing Provision	15
16	Summary and Conclusion	15

APPENDIX 1 - Previous Decision Notice

APPENDIX 2 - Previously Refused Planning Application Drawings

1. Introduction

- 1.1 This Statement is provided in support of an application for planning permission for the demolition of two existing bungalows and the construction of 1 x four bedroom detached dwelling and 2 x three bedroom semi-detached dwellings and associated parking at 53 and 53A Hawthorne Avenue, Ruislip, HA4 8SP.
- 1.2 The proposals have been informed by the Local Planning Authority's (LPA) reasons for refusal which were provided in relation to a previous scheme at the proposal site (relevant Decision Notice attached as Appendix 1).
- 1.3 It is considered that all of the matters raised throughout the LPA's communications with the applicant are addressed within this submission, as are the comments which were provided by the local community / stakeholders who responded to the consultation on the previous application. Further details of how this has been achieved are contained within this Statement.
- 1.4 The submission has been prepared to meet with both national requirements and those contained within the Local Validation Checklist (LVC) and is comprised of the following:
 - Application form;
 - Site location plan;
 - Drawing Nos 53HA/P300 and 53HA/P301 comprising block plan, existing and proposed elevations and roof plans;
 - Planning, Design and Access Statement, and;
 - CIL Liability Form.
- 1.5 No planning application fee has been provided as it is considered that the proposals are of the same character to those which have been refused within the last 12 months and are submitted by the same applicant, thereby benefitting from an exemption under The Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012.
- 1.6 In accordance with the requirements of the LVC, the applicant confirms to meet the relevant planning obligations which will arise from the approval of the proposals.
- 1.7 With regards to the requirements for the submission of a Drainage Strategy, details in this respect are contained within Section 13 of this Statement. As such, it is considered that sufficient information has been provided to enable the application to be validated.
- 1.8 Paragraph 38 of the National Planning Policy Framework (NPPF) states that LPAs should approach decisions on proposed development in a positive and creative way and continues by stating that decision-makers at every level should seek to approve applications for sustainable development where possible.

1.9 We therefore look forward to working with the LPA within the spirit and encouragement required by the NPPF.

2. The Site and Surrounding Area

2.1 The application site comprises two existing bungalows with associated and adjoining garage buildings which occupy two plots on the western side of Hawthorne Avenue, Ruislip.

2.2 The current structures are set within generous-sized plots with landscaped rear gardens and hard surfacing within the frontal curtilage areas. These areas are softened with low level planting. Both properties feature low-level front walls with breaks to facilitate vehicular access to their respective garages.

2.3 The surrounding area is comprised almost entirely of residential properties, many of which provide off-street parking which results in a scarcity of vehicles parked by the roadsides.

2.4 The area benefits from a mix of architectural styles and building dimensions and as such, the street scenes are considered to be varied and capable of accommodating sensitive change.

2.5 As the extract from the Saved Unitary Development Plan (UDP) policies map illustrates within Figure 1 (below), the site is not covered by any restrictive planning designations.



Figure 1 - Proposal Site 

2.6 Furthermore, the application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3. Background to the Application and Design Evolution to Date

3.1 The application comprises a re-submission following a refusal of planning permission (application reference: 15248/APP/2018/982) by the North Planning Committee on 01/08/2018.

3.2 The application proposed four two storey, 2-bed, semi-detached dwellings with associated parking and installation of vehicular crossovers to front, involving demolition of existing detached bungalows and was refused for the following reason:

'The application proposes inadequate provision of off-street car parking for the four residential units which in conjunction with the loss of on-street parking, results in additional on-street parking stress in an area where such parking is at a premium, which would be detrimental to the free flow of traffic and give rise to conditions prejudicial to highway and pedestrian safety. Accordingly, the scheme is contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts'.

3.3 The plans which were submitted as part of this application are attached as Appendix 2 of this Statement.

3.4 The proposals which are the subject of this application are considered to provide a form of development which, whilst not entirely dissimilar to the refused scheme, addresses the LPA's concerns in respect of parking provision.

4. Proposed Development

4.1 As detailed within the Introduction, the proposals comprise the demolition of two existing bungalows and the construction of 1 x four bedroom detached dwelling and 2 x three bedroom semi-detached dwellings and associated parking

4.2 As the proposal plans illustrate, all of the new units will be provided with two parking space which are to be located at the front of each new dwelling. New grassed areas are proposed to be introduced to the front of each new unit, along with additional planting which will soften the appearance of the proposals and contribute to improving the current street scene.

4.3 Each new unit is provided with a good level of private amenity space to the rear which can be accessed directly by independent side gates.

4.4 Timber refuse stores and cycle storage are also provided within the rear curtilage of each new unit.

- 4.5 The internal arrangement of each unit has been designed to ensure that a good quality environment is achieved in respect of room sizes, light ingress, circulation and overall useable space.
- 4.6 The development has been specifically designed to optimise the use of urban land, whilst addressing what was considered to be a parking deficiency associated with the previous proposals. It is noted that this was the only reason for refusal.

5. Planning Policy

- 5.1 To the extent that development plan policies are material to an application for planning permission, the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise as directed by Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 5.2 The London Borough of Hillingdon Development Plan comprises the following components:
- The Hillingdon Local Plan: Part 1- Strategic Policies;
 - The extant 2007 Saved UDP policies adopted as the Hillingdon Local Plan: Part 2;
 - The West London Waste Plan, and;
 - The London Plan consolidated with alterations since 2011 was published by the Mayor in March 2015.
- 5.3 These Development Plan Documents are supported by a number of additional supplementary planning documents (SPDs).
- 5.4 The National Planning Policy Framework (NPPF) is also a material consideration in planning decisions.
- 5.5 The following policies contained within the above documents are considered to be relevant to the proposals, the contents of which are contextualised and assessed within the relevant sections of this Statement:

The Hillingdon Local Plan - Part 1

- Policy H1: Housing growth
- Policy BE1: Built environment
- Policy T1: Accessible local destinations

Saved UDP Policies

- Policy BE13: Layout and appearance of new development
- Policy BE15: Alterations and extensions to existing buildings

- Policy BE19: New development within residential areas - complementing improving amenity and character of the area
- Policy BE20: Daylight and sunlight considerations
- Policy BE21: Siting, bulk and proximity of new buildings/extensions
- Policy BE22: Residential extensions/buildings of two or more storeys
- Policy BE23: External amenity space and new residential development
- Policy BE24: Design of new buildings - protection of privacy
- Policy BE38: Retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals
- Policy OE1: Protection of the character and amenities of surrounding properties and the local area
- Policy H3: Loss and replacement of residential accommodation
- Policy H4: Mix of housing units
- Policy H5: Dwellings suitable for large families
- Policy H7: Conversion of residential properties into a number of units
- Policy R17: Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- Policy AM1: Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- Policy AM7: Consideration of traffic generated by proposed developments
- Policy AM14: New development and car parking standards

The London Plan

- London Plan Policy 3.3: Increasing housing supply
- London Plan Policy 3.4: Optimising housing potential
- London Plan Policy 3.5: Quality and design of housing developments
- London Plan Policy 7.2: An inclusive environment
- London Plan Policy 7.4: Local character

Relevant SPDs

- Hillingdon Design and Accessibility Statement - Residential Layouts SPD
- Accessible Hillingdon
- Planning Obligations

6. Design Summary

- 6.1 As the submitted plans illustrate, the proposed dwellings are of two storeys, with pitched / hipped roofs and gable frontages facing the Hawthorne Avenue street scene.
- 6.2 The proposals have been designed to ensure that a good level of internal comfort and manoeuvrability is achieved (see Space Standards section of this report) with off-street

parking provided in a similar arrangement to many other properties within the road and soft landscaping proposed to enhance the site and wider street scene.

- 6.3 The overall scaling and aesthetic of the proposed dwellings has been inspired by a number of existing properties within Hawthorne Avenue, an example of which is provided in Figure 2.



Figure 2 - No. 55 Hawthorne Avenue

- 6.4 The proposals have drawn strong inspiration from the property immediately adjacent through the inclusion of dual front gables, Tudor Revival stylings, side elevation access, bay windows with lower part brick detailing, general symmetry and fenestration arrangements and similar roof form / height.
- 6.5 The layout of the dwellings provides a set-in of 1m from each boundary (including a total 2m separation distance between the new properties) which provides a spacious aspect to the site and fully accords with the requirements of Saved UDP Policy BE22.
- 6.6 The proposals are considered to provide a significant enhancement of the immediate site and wider street scene which is discussed within the following section.

7. Impact upon the Street Scene

- 7.1 Policy BE1 of the Local Plan Part 1 requires new developments to achieve a high quality design which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place and should be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials.
- 7.2 Saved Policy BE13 of the Saved UDP states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the LPA considers to be desirable to retain or enhance.
- 7.3 Furthermore, Saved Policy BE19 states that the LPA will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.
- 7.4 The existing bungalows, which form part of the existing street scene, are considered to be of very limited design / aesthetic merit, particularly No. 53a which detracts from the street scene considerably due to its bland design, unbalanced fenestration, use of uninspiring materials and its large single-gabled frontage which is absent of any form of attractive detailing.
- 7.5 No. 53, whilst of slightly greater aesthetic merit than No. 53a, is also considered to deliver an uninspiring aspect to the street scene and makes no positive contribution towards it.
- 7.6 The loss of these bungalows in itself does not harm the street scene in any way. It is therefore necessary to consider how the introduction of the new dwellings would assimilate into and positively impact upon the street scene.
- 7.7 With regards to the current street scene, it is not just No. 55 which is two storey; the property immediately adjacent (No.57) which is also situated on this side of the road is of two stories. Both No. 55 and No. 57 form part of the immediate street scene and neither detracts from it.
- 7.8 The street scene should not be read as just the site and its immediately adjoining properties; residential streets are read from a number of different receptors and perspectives and are most rarely viewed head on, and as such, are read from distance where both sides of the road form part of the wider vista and understanding / appreciation of the area's character.
- 7.9 Furthermore, within the wider street scene, there are numerous examples of two storey residential units situated immediately adjacent to bungalows as is evident from the images provided within Figure 3 below.



Figure 3 - No. Relevant Examples within Hawthorne Avenue

- 7.10 It is noted that the site does not contain any Listed Buildings, and is neither situated adjacent to any, or within or adjacent to any Conservation Areas.
- 7.11 It is considered that the design of the dwellings which are the subject of this application have taken full account of the comments which have been previously provided through the consultation on the previous planning application. The dwellings are of a scale, mass and roof form which is in keeping with neighbouring properties and provides sufficient gaps between properties to ensure that they reflect similar

arrangements within the surrounding area and results in a development which sits comfortably within the plot without being overbearing on the street scene.

- 7.12 The proposals represent an opportunity to secure high quality materials and landscaping which are currently absent from the site. These factors would undoubtedly enhance the character of the area and the street scene.
- 7.13 As such, the dwellings will not be visually intrusive, would provide an aesthetic enhancement through the replacement of the unattractive existing bungalows and would not result in demonstrable harm and as such, are acceptable with regards to the relevant planning policy environment.

8. Access and Parking

Access

- 8.1 Saved UDP Policy AM7 states that the LPA will not grant planning permission for developments whose traffic generation is likely to prejudice the free flow of traffic or conditions of general highway or pedestrian safety.
- 8.2 At present, vehicular access is achieved at both properties direct from Hawthorne Avenue, crossing the pavement via two existing dropped kerb.
- 8.3 Drawing Number 53HA/P301 illustrates that a total of 3 access points will be created, one to serve each dwelling, in locations which are within close proximity to the existing access points.
- 8.4 Each of the proposed access points will benefit from clear and unobstructed visibility to the north and south. It is noted that the no objection was raised by the Highways Officer in respect of the vehicle crossovers which were proposed as part of the previous application.
- 8.5 Hawthorne Avenue is an unclassified road with a speed limit of 30mph. As such, the frequency of vehicular movement is typical of a residential street and the net increase of four parking spaces and associated access points is unlikely to endanger highway users or compromise pedestrian safety in any way.

Parking

- 8.6 Saved UDP Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards as set out in Annex 1 of that document.
- 8.7 Unlike the previous proposals which provided communal parking, the current scheme proposes curtilage parking. Annex 1 provides the Council's maximum parking standards and with relevance to this application, the proposals would require a maximum of 2 spaces per dwelling (dwellings with curtilage parking).

8.8 The proposals meet with this maximum standard. Furthermore, secure / covered cycle storage is to be provided to the rear of each property. Each property benefits from its own gated side access which ensure that cycles do not need to be brought through the dwellings prior / after use.

9. Space Standards

9.1 It is noted that the LPA will consider proposals against the standards provided within the Nationally Prescribed Space Standards (March 2015).

9.2 The standards have been reviewed within the context of the proposed two bedroom dwellings.

9.3 The standards require that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

Figure 4 - Extract from Nationally Prescribed Space Standards

9.4 The proposals exceed all of these requirements including those specified within Figure 5 (below).

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Figure 5 - Relevant Technical Standards

9.4 As such, it is considered that the proposals provide an appropriate internal environment for future occupiers as required by the Nationally Prescribed Space Standards.

10. Impact upon Neighbouring Properties

10.1 Saved UDP Policy BE20 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.

10.2 As previously described, adequate spacing is provided between each of the units with good levels of lighting being available to the relevant habitable rooms. The scale of the proposals and their relationship with surrounding properties and the orientation of the site will ensure that no unacceptable loss of daylight / sunlight will result.

10.3 It is noted that such matters have previously been considered in relation to the refused application as detailed within the Officer's Report.

10.4 The report concluded that the proposals did not result in an unacceptable loss of residential amenity to neighbouring occupiers. The orientation and overall scale / impact of the current proposals does not vary in this regard and as such, are considered equally acceptable with regards to the requirements of Saved Policy BE20.

- 10.5 It should be noted that the NPPF states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.
- 10.6 Saved UDP Policy BE20 states that planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity would result in a significant loss of residential amenity.
- 10.7 It is considered that the requirements of this policy have been addressed within this Statement.
- 10.8 Saved UDP Policy BE20 states that the design of buildings should protect the privacy of occupiers and their neighbours.
- 10.9 Paragraph 4.9 of the Hillingdon Design and Accessibility Statement - Residential Layouts SPD states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible overdomination. The distance provided will be dependant on the bulk and size of the building but generally, 15m will be the minimum acceptable distance. It should be noted that the minimum 21m overlooking distance will still need to be complied with.
- 10.10 Paragraph 4.12 further states that adequate distance should be maintained to any area from which overlooking may occur and regard should be given to the character of the area and the distances between buildings. As a guide, the distance should not be less than 21m, between facing habitable room windows.
- 10.11 As Drawing No. 53HA/P300 illustrates, the minimum back to back separation distance between the rear elevations of the proposed dwellings and the rear elevations of the properties situated to the east in Lime Grove is between 25-27m which exceeds the requirements as detailed above. The previous proposals provided a separation distance of 25m which the Case Officer consider acceptable.
- 10.12 As such, the proposals are not considered to adversely impact upon the amenities and privacy of neighbouring / surrounding properties.

11. Amenity Space

- 11.1 Saved UDP Policy BE23 states that new residential buildings or extensions should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is useable in terms of its shape and siting.
- 11.2 The policy is supported by the contents of the Hillingdon Design and Accessibility Statement - Residential Areas Supplementary Planning Document (SPD).

11.3 Page 11 of the SPD states that the amenity space required for 4 bedroom dwellinghouse is 100m² and 60m² for 3 bedroom dwellings.

11.4 As Drawing No. 53HA/P301 illustrates, each unit will be provided with amenity space which exceeds the LPA's requirements and will provide a satisfactory external environment for future occupiers of the units.

12. Waste Storage

12.1 Policy 5.17 of the London Plan sets out the Mayor's Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

12.2 Page 16 of the Residential Areas SPD states that facilities must be easily and safely accessible and should not be farther than 23m from the highway / collection point and not farther than 9m for wheelie bins.

12.3 As Drawing No. 53HA/P301 illustrates, adequate bin storage is provided within timber enclosures located to the rear of each proposed dwelling. The enclosures will be able to accommodate all of the relevant refuse / recycling arising from the new dwellings.

12.4 On collection days, the refuse / recycling will be brought to the front of the site via the side access points of each unit.

12.5 It is therefore considered that a satisfactory level of storage is provided for each new dwelling.

13. Site Drainage and Landscaping

13.1 The rear amenity areas will be retained as lawns which provide natural site drainage and landscaping.

13.2 The front garden areas of each property will comprise substantial grassed areas / planters which far exceed the LPA's 25 percent soft landscaping requirement. In addition to acting as a drainage medium, the soft landscaping will complement the appearance of the new development.

13.3 If considered necessary, the further details of drainage, site landscaping / boundary treatments could be secured through the imposition of an appropriate planning condition.

14. Community Infrastructure Levy (CIL)

14.1 The London Borough of Hillingdon adopted its CIL Charging Schedule on 10 July 2014.

14.2 Furthermore, the Mayor's CIL will apply to all developments approved on or after 1 April 2012 which result in an increase in the gross internal floorspace of 100m² or more. The London Borough of Hillingdon is a collecting authority for the Mayor of London.

14.3 As stated within the Introduction section of this Statement, a CIL Liability Form has been submitted with this application to enable the appropriate calculations to be made.

15. Housing Provision

15.1 Saved UDP Policy H3 states that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site. An increase in the residential accommodation will be sought.

15.2 Policy H1 of the Local Plan: Part 1 states that the Borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021. The supporting text acknowledges a need to ensure that development makes the most efficient use of brownfield land.

15.3 For the avoidance of doubt, brownfield land includes existing residential buildings.

15.4 It is considered that this objective accords with both the existing NPPF and its drive towards increasing housing supply.

15.5 The proposed units, whilst modest in number, will make a positive contribution towards the Borough's overall housing stock and will assist with meeting the delivery targets as required by Policy H1 of the Local Plan: Part 1 through the utilisation of a brownfield site.

16. Summary and Conclusion

16.1 It is considered that the proposals represent an acceptable and policy compliant form of development within an existing residential area which will make a modest contribution towards the Borough's housing stock.

16.2 The proposals have regard to the comments which have been provided historically and have been designed to address the previous reason for refusal.

16.3 The proposals provide a good level of internal and external environment and will not adversely impact upon neighbouring properties whilst providing an enhancement to the wider street scene.

16.4 Sufficient parking is provided to serve each of the units in what is considered to be a sustainable location.

16.5 We look forward to working with you within the spirit of the National Planning Policy Framework and Article 35 of the Development Management Procedure Order (2015) throughout the consideration of the application.

APPENDIX 1 - Previous Decision Notice



Mr Jason Seed
152 Newland Gardens
Hertford
SG13 7WY

Application Ref: 15248/APP/2018/982

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:-

Description of development:

Four two storey, 2-bed, semi detached dwellings with associated parking and installation of vehicular crossovers to front, involving demolition of existing detached bungalows.

Location of development: 53 & 53a Hawthorne Avenue Eastcote

Date of application: 23 March 2018

Plan Numbers: See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

Head of Planning, Transportation and Regeneration

Date: 3 August 2018

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

Application Ref: 15248/APP/2018/982

SCHEDULE OF REASONS

- 1 . The application proposes inadequate provision of off-street car parking for the four residential units which in conjunction with the loss of on-street parking, results in additional on-street parking stress in an area where such parking is at a premium, which would be detrimental to the free flow of traffic and give rise to conditions prejudicial to highway and pedestrian safety. Accordingly, the scheme is contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

INFORMATIVES:

- 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 . The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE5	New development within areas of special local character

SCHEDULE OF REASONS

R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2011) Increasing housing supply
LPP 3.5	(2011) Quality and design of housing developments
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes

- 3 . 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 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. In this instance pre-application advice was sought which highlighted the issues relating to the lack of off-street parking provisions.
- 4 . You are advised that the development represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the proposal would trigger a CIL liability which is estimated to be £29,985.93 and MCIL of £11,741.01 from Section 8 of Spreadsheet which is due on commencement of this development. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738
- 5 . You are advised that had planning permission been granted an informative would have been applied removing all permitted development rights.

END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

REFUSAL OF PLANNING PERMISSION

Application Ref.No.: 15248/APP/2018/982

SCHEDULE OF PLANS

Design and Access Statement Part 1 - received 15 Mar 2018

Design and Access Statement Part 2 - received 15 Mar 2018

Transport Statement - received 15 Mar 2018

53HA/P202 C - received 24 Jul 2018

53HA/P201 A - received 19 May 2018

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424). Appeal forms can be downloaded from the Planning Inspectorate's website at <http://.Planning-inspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

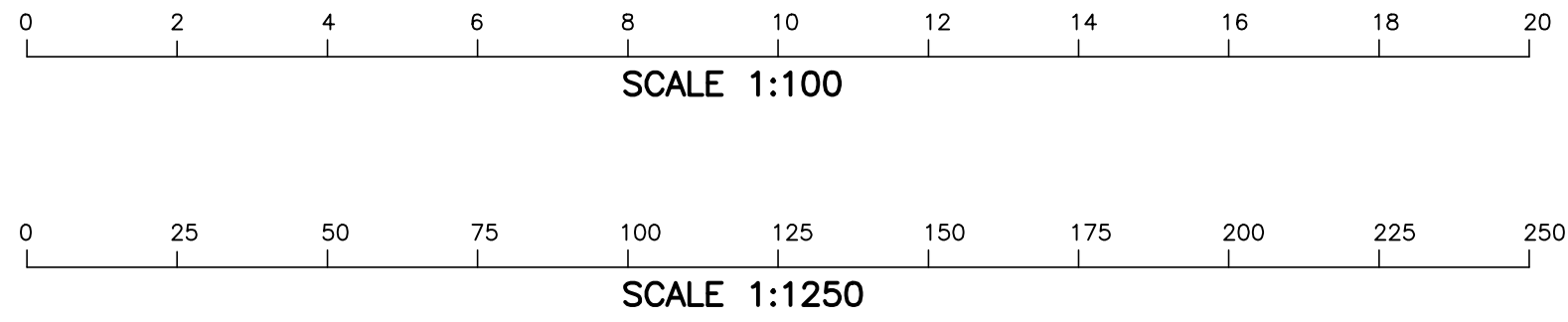
In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

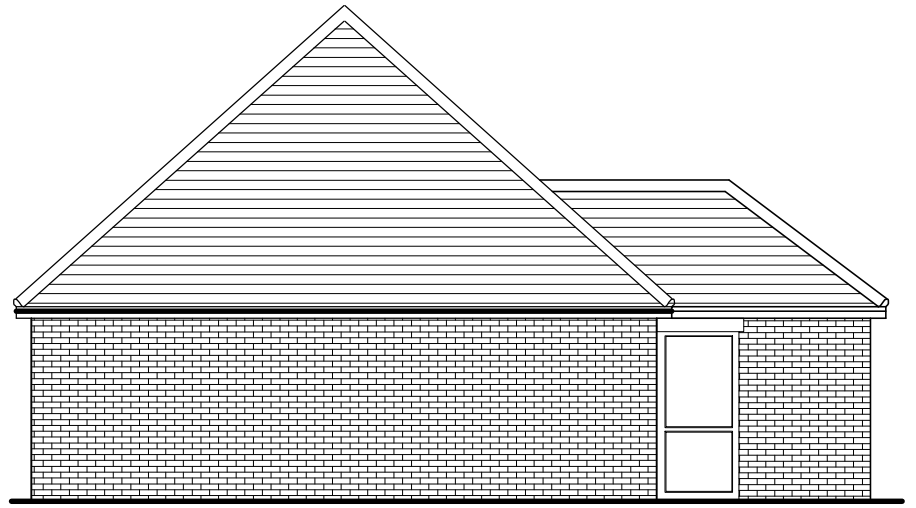
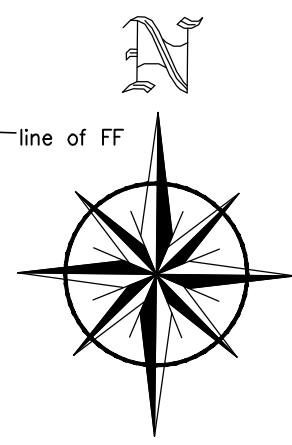
APPENDIX 2 - Previously Refused Planning Application Drawings



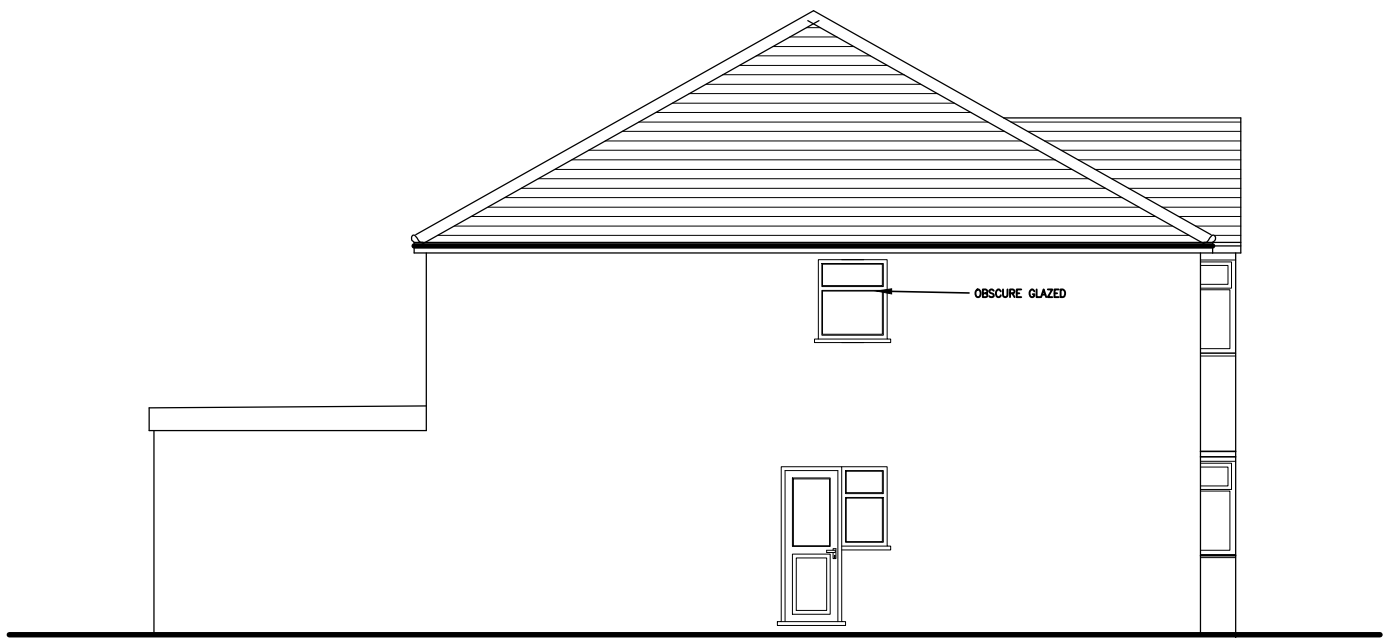
EXISTING SITE LOCATION PLAN
1:1250



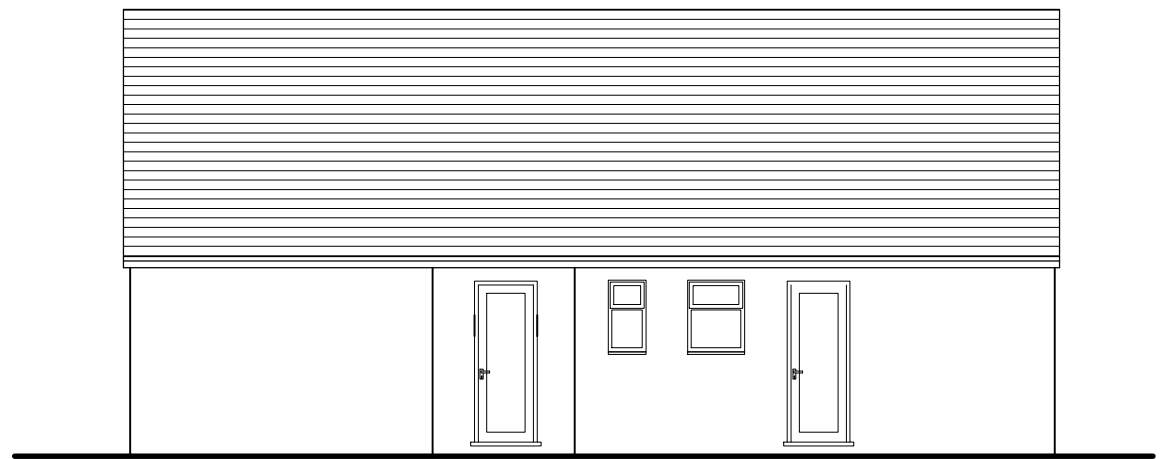
PROPOSED SITE LOCATION PLAN
1:1250



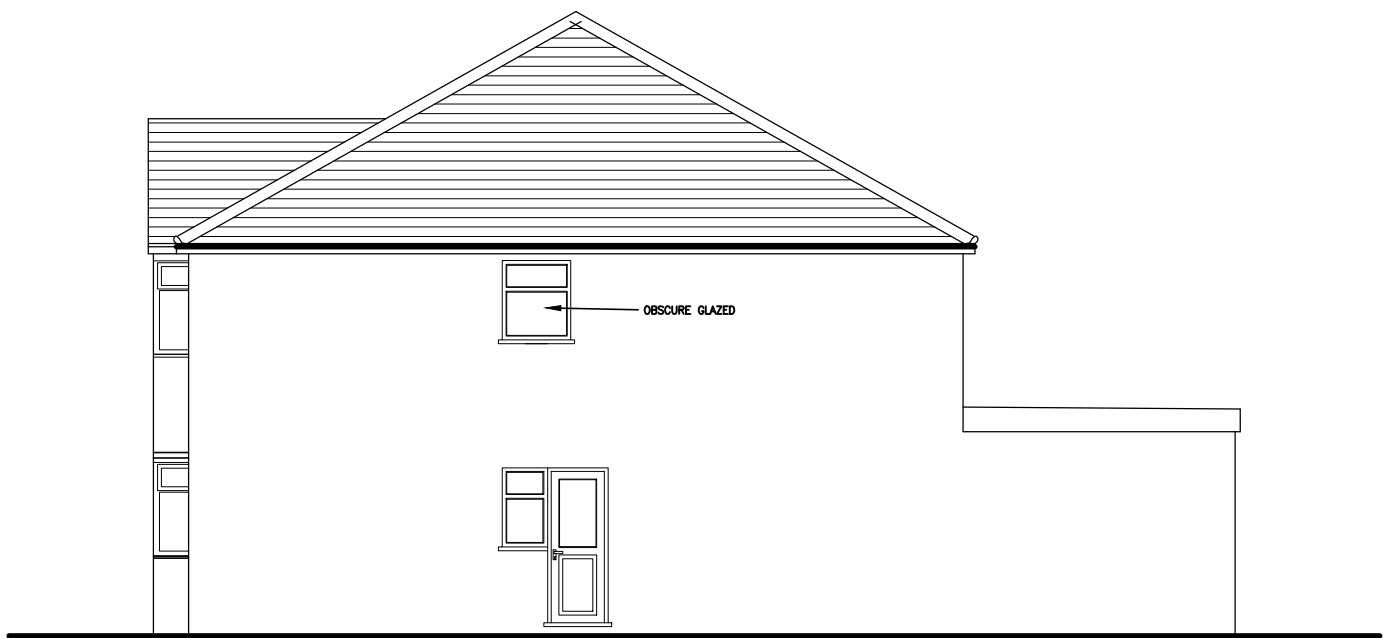
EXISTING SIDE ELEVATION
1:100



PROPOSED SIDE ELEVATION
1:100



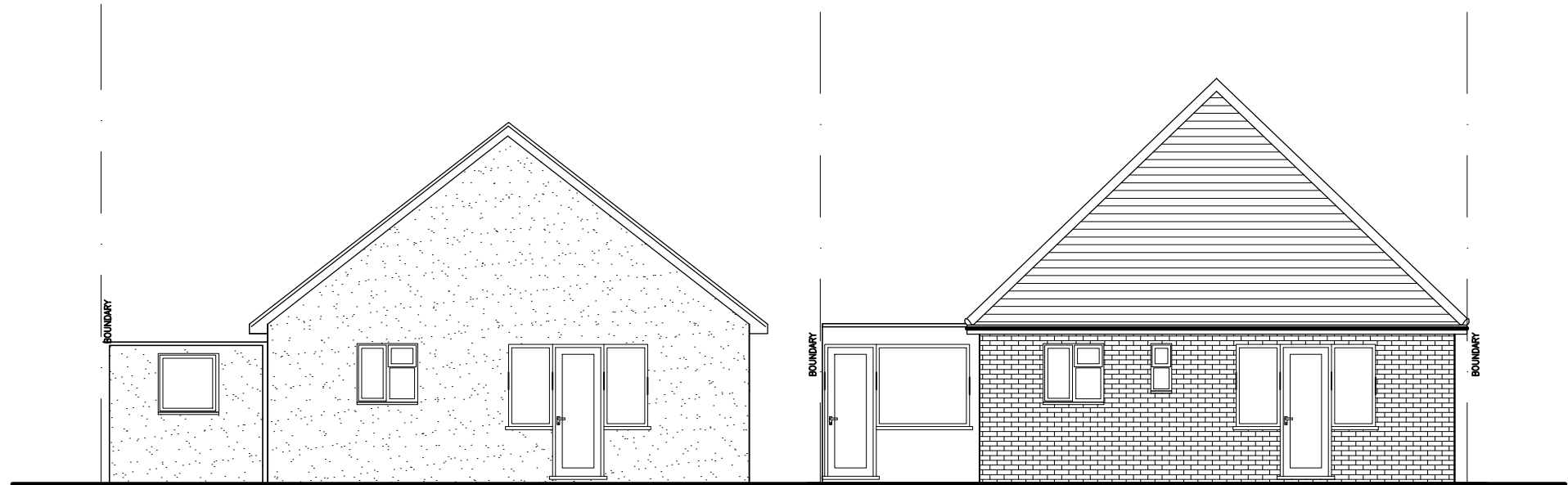
EXISTING SIDE ELEVATION
1:100



PROPOSED SIDE ELEVATION
1:100



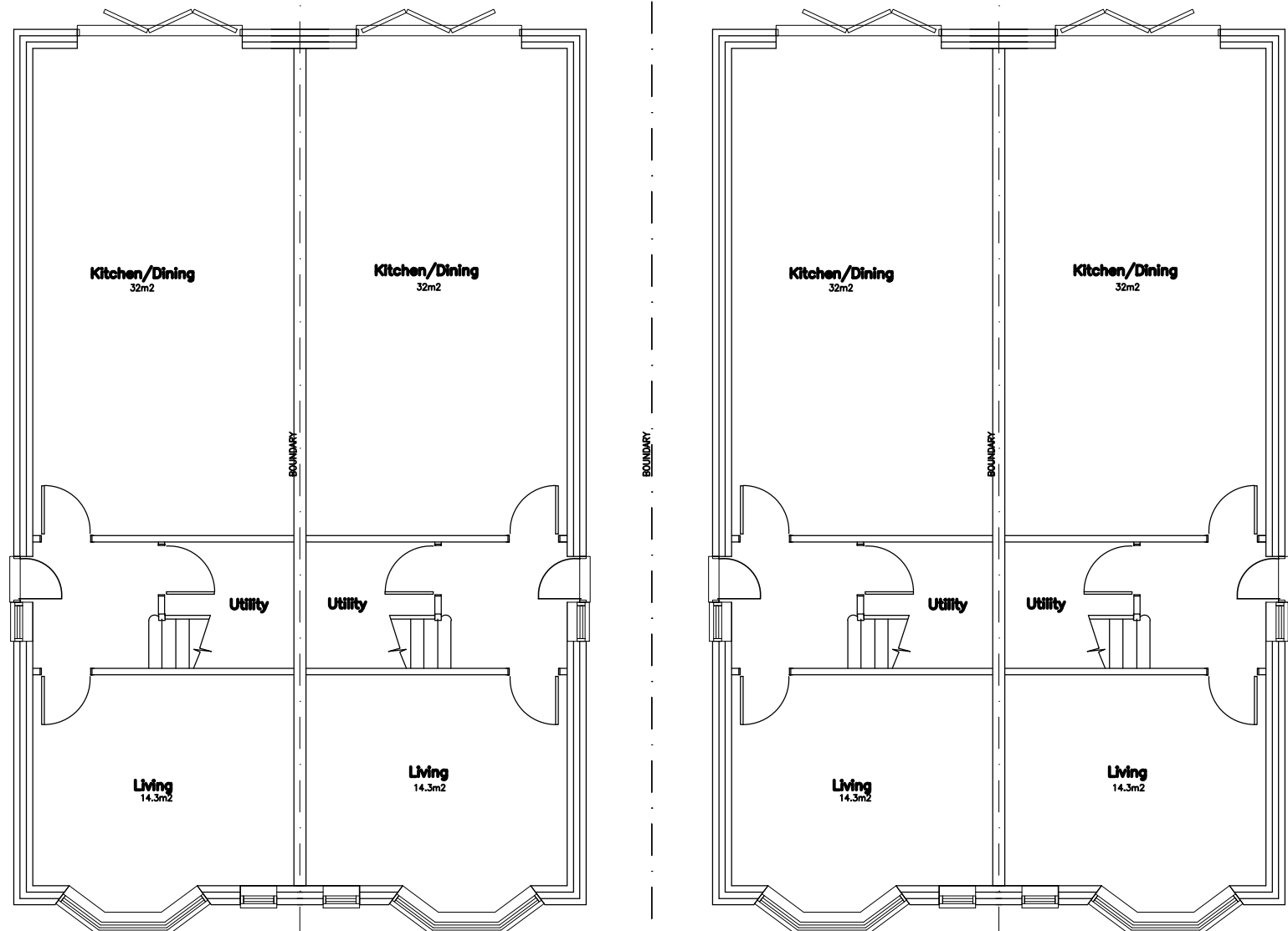
EXISTING GROUND FLOOR PLAN
1:100



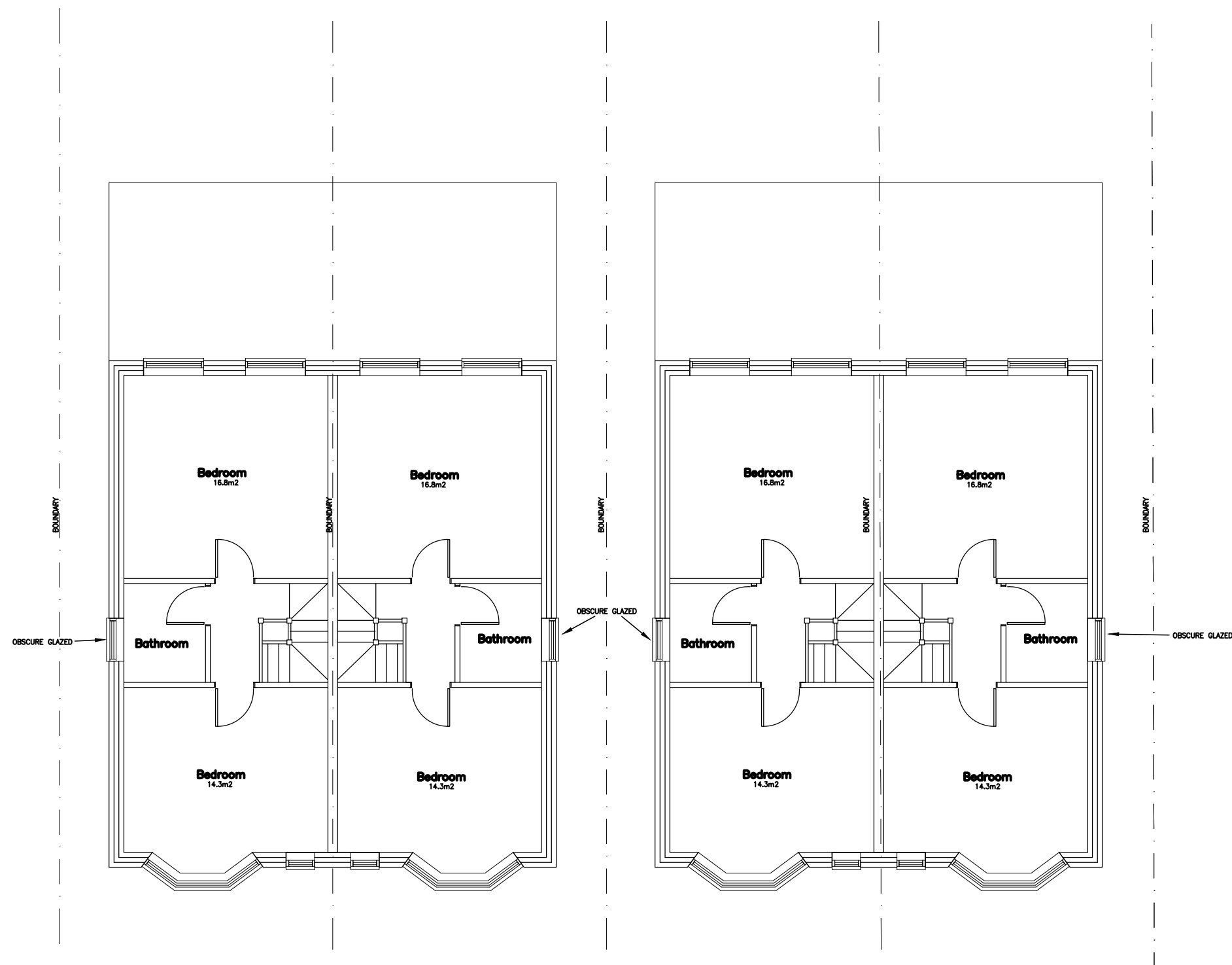
EXISTING REAR ELEVATION
1:100



PROPOSED REAR ELEVATION
1:100

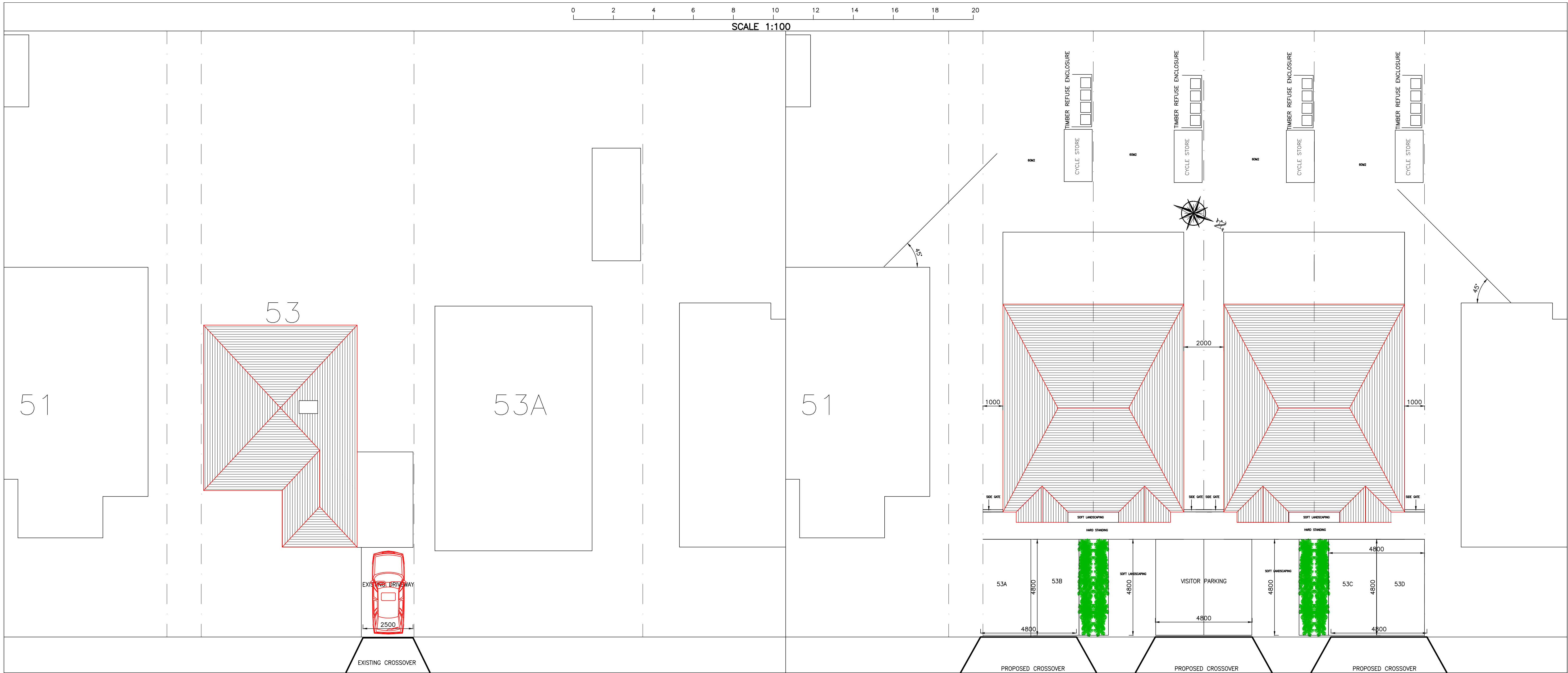


PROPOSED GROUND FLOOR PLAN
1:100



PROPOSED FIRST FLOOR PLAN
1:100

Rev	Description	Date
RESIDENTIAL BUILDING SOLUTIONS LTD ARCHITECTURAL, STRUCTURAL & PARTY WALL SERVICES 21 CLIFTON AVENUE, STANMORE, MIDDLESEX, HA72HR T: 07896 651 973 E: info@rbslondon.co.uk W: www.rbslondon.co.uk This drawing is property of Residential Building Solutions Ltd. The information it contains is copyright and is not to be copied or used without prior permission.		
Project PROPOSED DEMOLITION OF EXISTING BUNGALOWS AND ERECTION OF 4 NEW SEMI DETACHED HOUSES 53 HAWTHORNE AVENUE RUISLIP, HA4 8SP		
Drawing PROPOSED PLANS/ELEVATIONS		
Drawn	RBS LTD	Checked
Scale	A2@1:50	Date MARCH 2018
Stage	Drg. No.	Rev
P	53HA/P201	A



EXISTING BLOCK PLAN
1:100

PROPOSED BLOCK PLAN
1:100



EXISTING STREET SCENE/FRONT ELEVATIONS
1:100



PROPOSED STREET SCENE/FRONT ELEVATIONS
1:100

Rev	Description	Date
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Project PROPOSED DEMOLITION OF EXISTING BUNGALOWS AND ERECTION OF 4 NEW SEMI DETACHED HOUSES		
53 HAWTHORNE AVENUE RUISLIP, HA4 8SP		
Drawing EXISTING/PROPOSED PLANS/ELEV		
Drawn	RBS LTD	Checked
Scale	A1@1:100	Date MARCH 2018
Stage	Drg. No.	Rev
P	53HA/P202	C