

Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: Michael Kemp	25767/APP/2024/2484
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Date Application Valid:	16.09.2024	Statutory / Agreed Determination Deadline:	24.01.2025
Application Type:	Full	Ward:	Uxbridge

Applicant: **Mr Chris Barrett**

Site Address: **72 Harefield Road, Uxbridge, UB8 1PL**

Proposal: **Demolition of existing dwelling and erection of building to provide 3 x 1-bed, 5 x 2-bed, 1 x 3 bed flats with associated parking and amenity space.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

Approval is subject to the applicants entering into a unilateral undertaking to remove future occupiers' ability to obtain parking permits to park private vehicles in the streets surrounding the site.

1 Executive Summary

- 1.1 The application proposes the demolition of the existing dwelling at No.74 Harefield Road and the erection of a building containing 9 apartments over four floor levels. The apartments would consist of 1x3 bed, 5x2 bed and 3x1 bed units.
- 1.2 Planning approval (25767/APP/2023/2805) was granted at appeal in 2024 for the demolition of the existing building and erection of two five-bedroom semi-detached dwellings. The design and scale of the building proposed within the planning application currently under consideration is identical to the scheme allowed at appeal, albeit that the quantum of units has increased from two dwellings to nine.
- 1.3 There is a clear policy presumption, where considering applications for new housing in favour of ensuring that land is developed effectively to achieve an optimum density of development as set out within Paragraph 129 of the NPPF 2024; Policies GG2, D1 and H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The proposed development would align with these aims, whilst the mix of housing units would ensure that a three bedroom is provided leading to no loss of family sized units.
- 1.4 The increased quantum of units and resulting amendments to the site plan, which include an increase in car parking would not impact negatively on the amenity of adjoining residential occupiers or highway safety and amenity. The proposals also provide adequate living accommodation and outdoor amenity space for future occupiers, would deliver biodiversity net gain equivalent to 12.66% and retain the vast majority of the existing trees on the site, thereby preserving the verdant character and appearance of the site.
- 1.5 For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Appendix 1.

2 The Site and Locality

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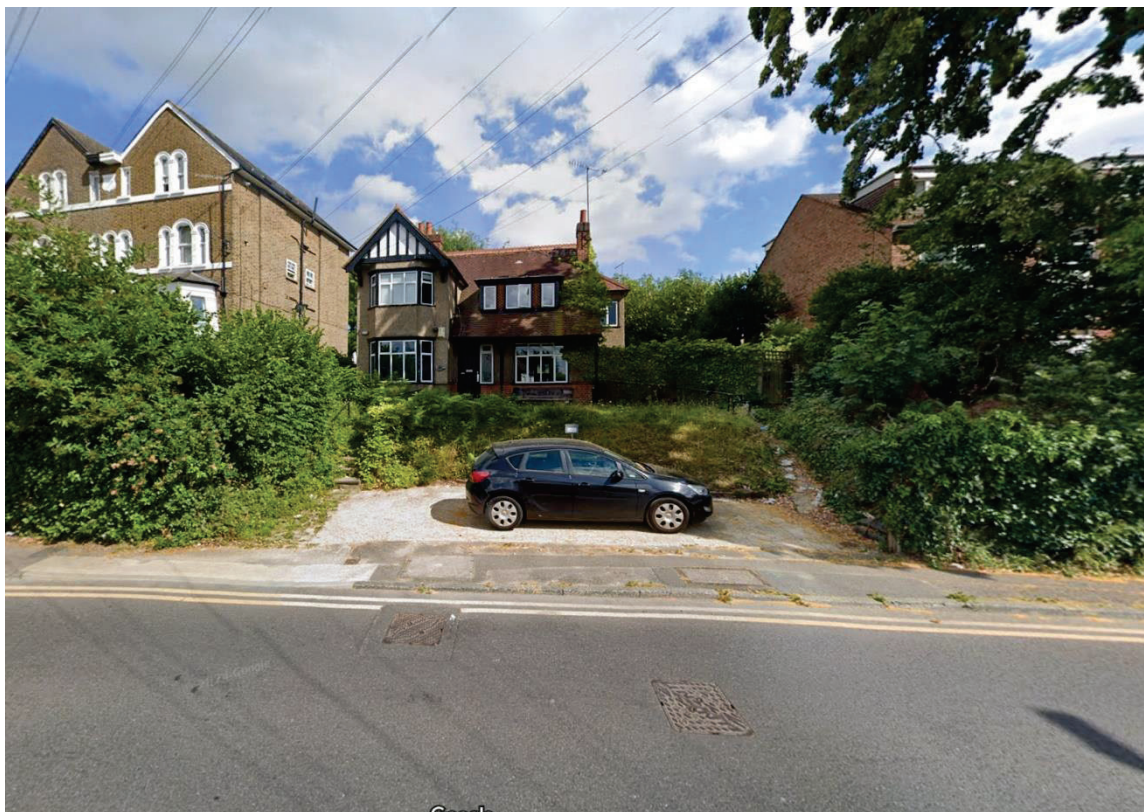
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- 2.1 The site is formed of a large, sloped plot occupied by a two-storey, detached house, set back from the highway (from which the site is most apparent). This house is set within an established garden which is set back from Harefield Road on the east side, opposite Fairlight Drive. The site is situated in a particularly verdant part of the road and its modest scale, together with its front garden and spacing between buildings on either side, contributes to this. The site has a large rear garden which adjoins the rear garden of No.2 Cambridge Road.
- 2.2 Two pairs of period properties exist to the immediate north of the site which are four storeys in scale. The adjoining property, No.74 Harefield Road has been converted into apartments and has parking to the rear of the property.
- 2.3 A three storey, mid-20th century block of flats is located to the south of the site, there is an area of parking to the rear of the flats, which includes two rows of low-rise garages which are accessed via Fairfield Road. Views of the flats from Harefield Road are obscured by dense vegetation cover to the front of the site.
- 2.4 The side and rear boundaries of the application site are tree-lined. There are no TPO's or Conservation Area designations affecting the site itself, however there is an area TPO (ref TPO 75) on land to the south, and North Uxbridge Area of Special Local Character is located to the east.
- 2.5 The site has a PTAL rating of 1a.

Figure 1: Location Plan (application site edged red)



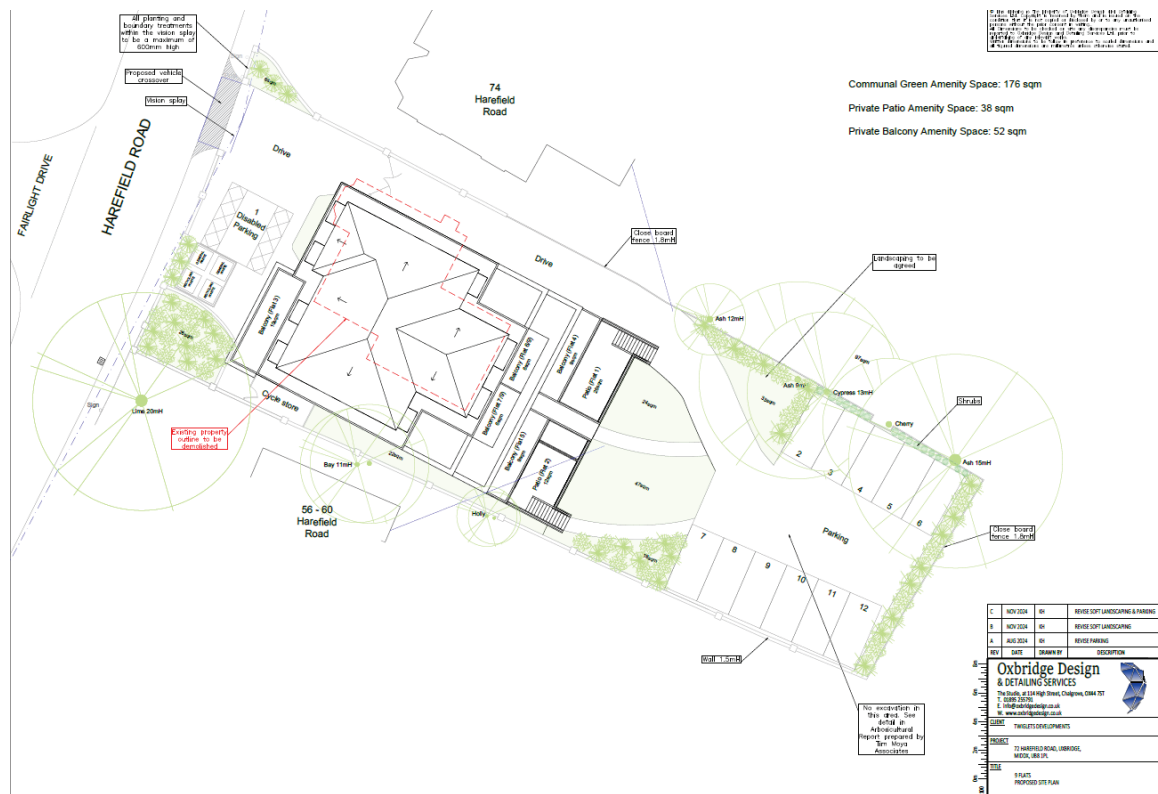
Figure 2: Street View Image of the Application Property



3 Proposal

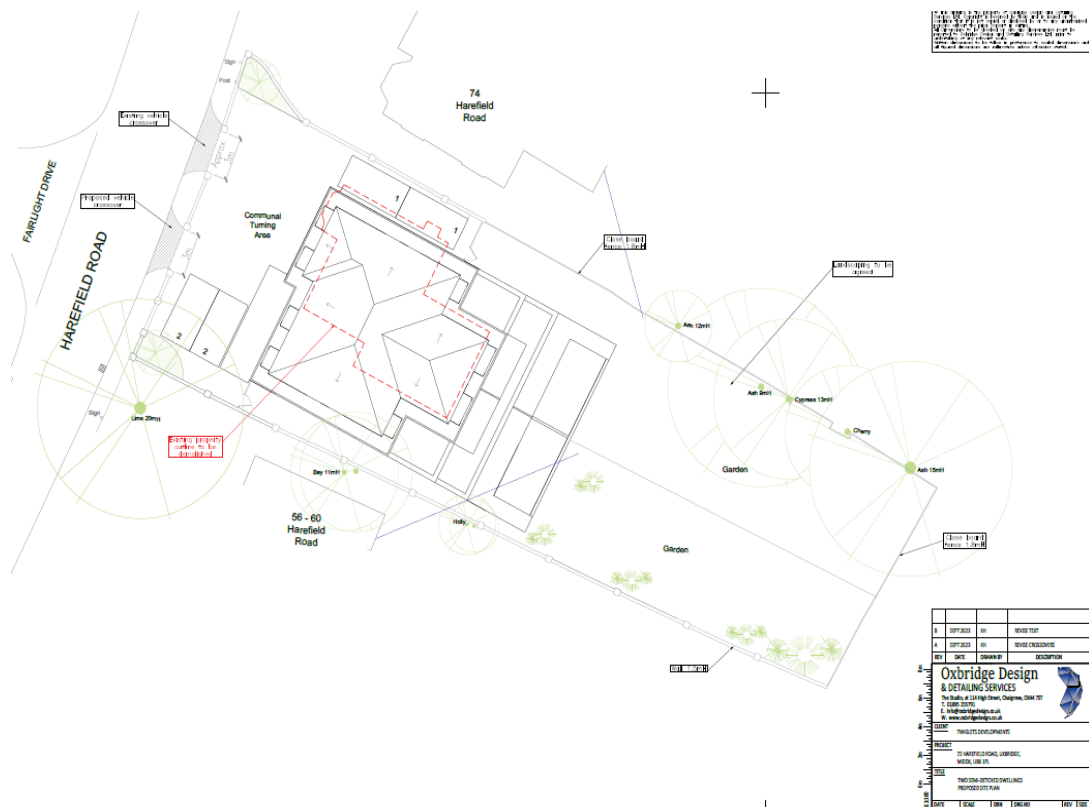
- 3.1 The proposals involve the demolition of the existing dwelling at No.72 Harefield Road and the erection of a building containing 9 apartments over four floor levels. The apartments would consist of 1x3 bed, 5x2 bed and 3x1 bed units. Communal amenity space is provided to the rear of the site, as well as 11 car parking spaces. 1 disabled parking space is provided to the front of the property. The parking would be accessed via a driveway located to the north of the apartment building. Access would be provided from Harefield Road. The site plan is included in Figure 3 below, the red dashed line indicates the footprint of the existing building on site.
- 3.2 Minor amendments have been made to the approved plans to alter the proposed landscaping and treatment of communal amenity areas. These amendments have been made to improve the useability of the amenity areas and to enhance habitat creation to improve delivery of on-site biodiversity net gain.

Figure 3: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)



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4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 Four planning applications have been submitted for residential development on the site since 2021, all of which have been subject of appeals, three of which were dismissed, however most recently permission was granted on appeal in August 2024 for two dwellings submitted under planning application 25767/APP/2023/2805. The recent appeal decisions are discussed in further detail in the relevant sections of this report. The recently allowed appeal decision should be afforded significant weight in considering the present proposals, given that the scale and siting of the proposed building is identical to the development permitted under this recent appeal decision. Notwithstanding this, the additional quantum of development proposed under the current application, which relates to the provision of 9 dwellings must be afforded due consideration in terms of impact, compared with the consented scheme for 2 dwellings. Further commentary on this is set out in the relevant sections of the report below. The previous appeal decisions are also discussed further in relation to relevant material planning considerations including highways impacts and the impact of the development on the amenity of adjoining residential occupiers.

5 Planning Policy

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- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

- 6.1 A total of 19 neighbouring properties were consulted directly regarding the proposed development. The North Uxbridge Residents Association was also consulted.
- 6.2 The consultation period of the planning application expired on 14th October 2024.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition with 30 signatures has been received in objection to the development.	1. One and two bedroom dwellings are prioritised over delivery of family accommodation.	This matter is addressed in paragraphs 7.8 and 7.9 of the report below.
	2. The size of the roof of the building would be too large in relation to the surrounding area and neighbourhood.	This matter is addressed in in paragraphs 7.15 to 7.26 of the report below.
	3. There would be a significant impact on the neighbouring properties by reason of the reduction of the existing open aspect and increased noise and air pollution.	This matter is addressed in in paragraphs 7.31 to 7.39 of the report below.
	4. There would be a significant increase in traffic compared with the consented scheme and a resulting increase	This matter is addressed in in paragraphs 7.46 to 7.47 of the report below.

	in noise and air pollution.	
	5. The green space and amenity areas would be reduced compared with the consented scheme.	This matter is addressed in in paragraphs 7.58 to 7.63 of the report below.
	6. There would be an inadequate number of car parking spaces (12 as opposed to 14 recommended in the Hillingdon Local Plan.	This matter is addressed in in paragraphs 7.43 to 7.44 of the report below. It must be noted that the maximum parking standards outlined in the London Plan have superseded the residential parking standards set out in Policy DMT6 of the Local Plan Part 2 Development Management Policies.
	7. The introduction of balconies would impact on the privacy of surrounding residents.	This matter is addressed in in paragraphs 7.31 to 7.33 of the report below.
North Uxbridge Residents Association	Proposed roof plan is not compatible with 2nd floor plan and elevations. Tree report removes T27, but plan shows it can remain. COMMENTS: The 2x5 bed (2023/2805) appeal inspector's report was accepting (wrongly in our Association's view) that the streetscene would accomodate the proposal without reference to the detailed commentary on "the poor and somewhat contrived design" in the previous Inspector's report (2022/3190). The present proposal is essentially a rerun of the previous appeal scheme with minor tweaking and relies upon	Matters relating to the design approach, impact on residential amenity for existing and future occupiers, traffic generation and car parking are all addressed in the relevant sections of the report below. From reviewing the second floor and roof plans it is not apparent that there are any compatibility issues between the roof plan, floor plans and elevation drawings.

	2x5bed houses decision for the mass and bulk of building. The use of the rear garden area for 11 car spaces denies realistic external amenity space - any green on the block plan are merely areas left over after construction! The difference of some 2 metres in level from the highway will accentuate the amenity loss, car noise and visual intrusion to the adjacent properties. we ask that in considering this application, you maintain your previous over-development reasons for refusing permission.	
A total of 6 individual letters of objection have been received in relation to the development.	I. One and two bedroom dwellings are prioritised over delivery of family accommodation.	This matter is addressed in paragraphs 7.8 and 7.9 of the report below.
	II. The size of the roof of the building would be too large in relation to the surrounding area and neighbourhood.	This matter is addressed in in paragraphs 7.15 to 7.26 of the report below.
	III. There would be a significant impact on the neighbouring properties by reason of the reduction of the existing open aspect and increased noise and air pollution.	This matter is addressed in in paragraphs 7.31 to 7.39 of the report below.
	IV. There would be a significant increase in traffic compared with the consented scheme.	This matter is addressed in in paragraphs 7.46 to 7.47 of the report below.
	V. The green space and amenity areas would be	This matter is addressed in in paragraphs 7.58 to 7.63 of the report below.

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	reduced compared with the consented scheme.	
	VI. There would be an inadequate number of car parking spaces.	This matter is addressed in in paragraphs 7.43 to 7.44 of the report below. It must be noted that the maximum parking standards outlined in the London Plan have superseded the residential parking standards set out in Policy DMT6 of the Local Plan Part 2 Development Management Policies.
	VII. Objection to the loss of the existing building.	This matter is addressed in in paragraphs 7.15 to 7.17 of the report below.
	III. Objection to the loss of the Yew Tree to the front of the site.	This matter is addressed in in paragraph 7.66 of the report below.
	IX. The building work is close to the boundary wall of 56-60 Harefield Road and the wall is an old and a significant feature.	The proposed site plan indicates the retention of the boundary wall.
	X. The scale of the development would not be appropriate for the plot size.	This matter is addressed in in paragraphs 7.15 to 7.17 of the report below.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Highways Due to the relatively isolated nature of this location from public transport facilities, the site exhibits a low public transport accessibility level (PTAL) rating of 1a and therefore potentially raises dependency on the ownership and use of private motor transport.	The comments have been reviewed and are addressed in the relevant section of the committee report relating to highways and parking. Officers agree with the suggested conditions

A most recent & comparable flatted application was submitted in 2022 (25767/APP/2022/3190) and appealed/dismissed thereafter in 2023 on the basis of non-determination. Transport & Highway related matters did not raise issue with the inspectorate. <u>Parking Provision</u> In line with the overriding regional standard, the maximum total parking requirement for whole scheme would be in the order of up to 14 spaces and 12 are proposed (inclusive of one disabled compliant). The allocation of all 12 spaces would benefit from a parking allocation plan secured by way of planning condition. There is a requirement for a minimum 20% 'active' EVCP provision with <u>all</u> remaining spaces being designated as 'passive' provisions which would equate to 2 'active' and 10 'passive' spaces. This may be secured by planning condition. <i>Cycle Parking</i> A communal cycle store is indicated to the side of the build but without a specified quantum. Details of cycle parking should be secured by planning condition. <u>Vehicular Trip Generation</u> Clearly the proposal would raise the level of vehicular activity to and from the site as compared to the existing single dwelling unit. However peak period traffic movement into and out of the site would be expected to rise to approximately 2-3 vehicle movements during the most sensitive and therefore crucial peak morning and late afternoon/evening hours. Hence, this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety. <u>Internal Roadway Arrangements & Vehicular Access</u> There is no objection in principle to the proposed internal layout. In highway impact terms, it is noted that the principle of vehicular crossing provision is well established by surrounding properties in Harefield Road and there is no objection in principle to a reconstructed & revised single access.	which have been added to the list of suggested conditions.
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As Harefield Road is a major thoroughfare, it is crucial that there is conformity to the relevant mutual inter-visibility sight-line requirements. To assist with maintaining satisfactory sight-lines at the new site entrance for both vehicles and pedestrians entering and leaving the site envelope, it is recommended that a lower height of frontage wall is applied throughout or for at least 2.4 metres on the southern side of the entrance. Ideally the height would not exceed 0.6m to achieve the aim of satisfactory visibility.

Access for Emergency Services

Given the internal road widths, fire tenders may not be able to achieve fully unfettered access into and out of the site. However, in circumstances where a fire tender cannot, for whatever reason, gain access to a specific location, Building Regulations (Fire Safety: Document B) make allowance for this scenario by stipulating that fire appliances should be able to be positioned within 45m of the source of an emergency in order to execute their duty. In line with the aforementioned Building Regulations, if this distance is exceeded (unlikely in this case) then alternative solutions such as hydrants, fire detection/alarm/internal water sprinkler systems can be applied in lieu of a fire tender accessing a location thereby covering most, if not all, eventualities. There are no further observations.

Refuse Bin Store Provision

Refuse collection will continue via the roadway (Harefield Road) and is considered acceptable.

Construction Management Plan (CMP)

Request that this is secured by planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Access Officer This proposal for the erection of a flatted development comprising 9 units has been reviewed with reference to London Plan Policy D7. No accessibility concerns are raised subject to conditions outlining step free access and certification of compliance with M4(2) building regulations standards for accessible dwellings.	The suggested conditions have been added to the list of recommended conditions listed at Appendix 1 of this report.
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7 Planning Assessment

Principle of Development

- 7.1 Policy H1 of the Local Plan indicates that the Council will meet and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies.
- 7.2 Policy H2 of the London Plan (2021) states that Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and planmaking in order to:
- 7.3
- 1) significantly increase the contribution of small sites to meeting London's housing needs
 - 2) diversify the sources, locations, type and mix of housing supply
 - 3) support small and medium-sized housebuilders
 - 4) support those wishing to bring forward custom, self-build and community-led housing
 - 5) achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.
- 7.4 The site is within the settlement limits within an established residential area and the provision of new housing on the site is acceptable in principle, subject to consideration of other factors. The provision of nine dwellings would represent a net increase of eight units that would provide a valuable contribution towards meeting local housing need. The proposed quantum of units would also represent an uplift of 7 dwellings compared with the proposals consented under planning application 25767/APP/2023/2805. Matters relating to the appropriateness of the additional increase in units on the site is addressed in the relevant sections of the report below. As addressed in the design section of the report it must be noted that there is a clear policy directive in favour of making effective use of sites and achieving optimum density of development to deliver additional housing which is set out in Paragraphs 129 of the NPPF 2024, Policy GG2 of the London Plan; and Policy DMBH17 of the Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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Housing Mix

- 7.5 Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.
- 7.6 Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.
- 7.7 Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.
- 7.8 The proposal would result in demolition of the existing dwelling which is a four-bedroom home. Whilst regrettable, family sized housing is described as three bedrooms and above. One three-bedroom unit would be provided meaning that that the development would not result in the loss of a family sized unit. As such it is considered that there would be no conflict with regard to Policy DMH 1 of the Hillingdon Local Plan: Part Two.
- 7.9 As noted above there is established policy in favour of making effective use of sites and optimising the density of development. The proposals ensure that a family sized home would be retained, whilst providing an additional 8 homes. There is limited capacity to provide additional homes of 3 or more bedrooms whilst providing a significant uplift in units on the site and providing appropriate standards of internal living space and external amenity space. This is without increasing the footprint or scale of the building compared with the recently consented development. On balance, the proposed mix of homes is considered acceptable as this retains a family sized home and allows for an appropriate increase in the density of development.

Design, Scale and Impact on Streetscene

- 7.10 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

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- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

- 7.11 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 7.12 Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'
- 7.13 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: '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, 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; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'
- 7.14 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.
- 7.15 The scale and footprint of the proposed building would be very similar to the proposal for two dwellings that was allowed at appeal. The proposed building would measure 11.6 metres to the roof ridge, with the ridge line of the building sitting level with the adjoining block of flats to the south (56-60 Harefield Road) and below that of the adjacent building to the north (74 Harefield Road). The scale of the building is commensurate with the adjoining buildings in the street scene in Harefield Road. When considering this matter in the most recent appeal on the site for two dwelling, the inspector noted that the proposal's height would be lower than the adjacent property to the north and similar to the flats to the south, thereby successfully managing the transition between both neighbouring properties.

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- 7.16 Officers note that the previous planning application on the site (25767/APP/2023/2805) was refused for the following reason:

The proposed development, by reason of its excessive size, scale, bulk, design and significant site excavation would result in a cramped, unduly intrusive, visually prominent, over-development of the site, which would also lead to a loss of the site and areas green, open and verdant character. The proposal would therefore be detrimental to the character, appearance and visual amenities of the street scene and the wider area in general. Therefore the proposal is contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

- 7.17 This matter was considered in detail by the inspector during the subsequent appeal (APP/R5510/W/23/2805) which was allowed. In respect of the impact of the development on the street scene the inspector commented that the proposed development would replace the modest house by a four-storey pair of semi-detached dwellings of a greater scale. However, the proposal would have reasonable gaps to the side plot boundaries and to the adjacent buildings. Despite being wider than the existing dwelling, the proposal would nonetheless provide views towards the retained greenery within the site, therefore maintaining an acceptable relief from built form on this part of the road. Further, the width of the pair of semis would be similar to that of the buildings to the north, so it would respect the rhythm of buildings and spaces in the street scene. The appeal decision notes that although the dwellings would be bulkier and taller than other pairs of semi-detached properties within the road, the streetscape is tolerable to new design due to its varied nature and lack of homogeneity in style. As such, the proposal would sit comfortably within its receiving context. Regarding the height of the building, the inspector commented that the proposal's height would be lower than the adjacent property to the north and similar to the flats to the south, thereby successfully managing the transition between both neighbouring properties. The appeal inspector concluded that the proposal would not detract from the character of the area in its own terms. In giving significant weight to the inspector's comments and noting that the appearance of the building is fundamentally unchanged, notwithstanding the increase in dwellings proposed on the site compared with the consented plans, it is considered that the design approach is acceptable.
- 7.18 The provision of 9 dwellings would be a relatively significant intensification of development on the site and the additional impact of this uplift in units must be afforded due consideration. It must be noted that both local, regional and national policy clearly outlines the importance of ensuring that development makes efficient use of land to meet local housing need.
- 7.19 Paragraph 129 of the NPPF (2024) states that planning decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and

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viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.

- 7.20 The importance of making the best use of land is heavily emphasised within London Plan. Policy GG2 states that those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Policy D3 emphasises that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy H1 of the London Plan states boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 7.21 Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.3 of the plan.
- 7.22 The application site is 0.11ha in area and is located within 800 metres of Uxbridge Town Centre. Whilst accounting for the character of the area, a development of mostly flats would be expected to provide between 50 - 110 units per hectare, this would equate to between 5.5 and 12.1 units. On this basis the proposed density of development would align with Policy DMHB 17 of the Local Plan.
- 7.23 Where accounting for the minimum density requirements set out in Table 5.3, the development of 2 dwellings recently allowed at appeal fails to make effective use of the site. For a development of detached or linked houses the density per hectare in this location should be 35 - 50 units per hectare, which would equate to between 3.85 and 5.5 houses.
- 7.24 Where accounting for the increased density of the proposed scheme compared with the consented plans, it is considered that this would not be harmful to the character and appearance of the area. The building adjoins two other properties which are both used as flats. The building to the south is a purpose-built block of flats whilst No.74 Harefield Road to the north has been subdivided into apartments.
- 7.25 Compared with the consented plans for the two houses which featured only gardens to the rear, the proposed plans include the provision of parking to the rear, which would be accessed via a driveway to the side of the property. This arrangement is very similar to the adjoining property to the north which similarly

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has rear parking accessed to the side of the property and such an arrangement would not therefore appear out of place. The proposals include the retention of a shared area of communal space as well as retention of the trees to the front and rear which contribute to the verdant character of the street scene.

- 7.26 Where considering the above matters, the development is therefore considered to be acceptable, where assessed against Policies DMHB 1; DMHB 11; DMHB12; of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020); Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1; Policies D1, D3 and D4 of the London Plan (2021); and the relevant provisions of the NPPF.

Neighbouring Amenity

- 7.27 DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers. Part B of the policy states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.28 Guidance for Policy DMHB 11 states 'The Council will aim to ensure that there is sufficient privacy for residents, and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces.
- 7.29 Guidance for Policy DMHB 11 also states ' For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.
- 7.30 It is noted that officers did not recommend that the previous planning application 25767/APP/2023/2805 for two dwellings should be refused on amenity grounds and the appeal inspector also considered there to be no significant harm to the amenity of adjoining occupiers.
- 7.31 The side gable of the block of flats to the south of the site (56 to 60 Harefield Road) faces the site. It is noted that there are no side windows facing the application site. Except for a second-floor window which serves a kitchen/dining room all the windows on this elevation would serve bathrooms. A condition should be applied were planning permission to be granted to ensure that all obscure glazing is fitted to all side facing windows located above ground floor level. There is the potential for overlooking of the front and rear facing windows serving 56 to 60 Harefield Road as well as communal amenity areas from the proposed front and rear facing balconies. The balconies are shown to be fitted with obscured screening up to a height of 1.8 metres. A condition should be attached requiring that details of privacy screening to the balconies is submitted for approval in

writing prior to first occupation of the flats in order to prevent overlooking and loss of privacy.

- 7.32 In relation to the windows located along the north facing side elevation of the property, it would be required that all windows above ground floor level are fitted with obscure glazing to prevent overlooking of the adjoining flats at No.74 Harefield Road. The windows along this elevation above ground floor level all serve bathrooms and conditioning that the windows are fitted with obscured glazing would not impact on the internal amenity standard of the flats. It would be a requirement that the side facing balconies facing these properties are fitted with obscured screening as shown on the proposed plans to prevent overlooking.
- 7.33 No.2 Cambridge Road is located to the rear of the site, the relatively large rear garden of this property extends along the boundary of the site. There would be a distance of 28.3 metres between the rear facing first floor balcony, which is the closest of the rear balconies facing this site and the garden of this property. The balconies would not overlook the house itself directly which is located to the north east of the site. Given the significant separation distance between the rear facing balconies and rear facing windows and the garden of this property it is considered that the development would not result in unacceptable loss of privacy or overlooking of this property.
- 7.34 Another property 24A Fairfield Road adjoins the site, however accounting for the siting and orientation of the proposed building it is considered that there would be no significant impact on the amenity of this property.
- 7.35 Accounting for the siting of the of the new building and its alignment in relation to Nos.56 to 60 Harefield Road, the development is unlikely to result in overshadowing or loss of light to the front or rear windows of the adjacent flats. The submitted site plan demonstrates that the siting of the building would not breach the 45-degree rule applied from the nearest windows serving these flats.
- 7.36 The building would also not breach the 45-degree rule, where this is applied to the rear facing windows serving No.74 Harefield Road. It is noted that there are a range of windows located on the side (south) elevation of this building facing the site. A number of these windows serve bathrooms which are not classed as habitable rooms. Some of the windows do serve habitable rooms. A distance of 5.8 metres is proposed between the side elevation of the building and No.74 Harefield Road. Officers note the comments from the previous appeal inspectors in relation to the recent appeals in 2022 and 2023. Within the 2023 appeal decision, the inspector concluded that both proposed schemes, considered jointly at appeal would not have a significantly adverse impact on daylight and sunlight in respect of the apartments located at No.74. The 2022 and 2023 appeals both related to buildings of a larger scale than the present proposals.
- 7.37 The most recent application in 2023 (25767/APP/2023/2805) for a building of an equivalent size to the proposed building was not refused by the Council on amenity grounds. The appeal inspector considered that the siting of the building would not have an overbearing impact on the apartments at No.74 Harefield Road

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and would not result in unacceptable loss of light of these dwellings. Given that the scale and siting of the proposed building would be the same as the building allowed at appeal in 2024, officers would similarly conclude that the building would not have an oppressive and overbearing impact on the amenity of the adjoining occupiers at No.74 Harefield Road and would not result in an unacceptable loss of light or overshadowing. This is accounting for the position of the building, its scale and the separation between the proposed building and No.74 Harefield Road.

- 7.38 In relation to the proposed vehicular access, a similar arrangement was proposed under planning application 25767/APP/2022/3190 which provided access to 11 parking spaces to the rear of the proposed apartment building. The impact of vehicles accessing the rear of the site was considered by the appeal inspector in the 2023 appeal decision. The impact of noise and general disturbance resulting from the positioning of the access on the adjacent neighbours was considered to not be significantly harmful given that the access would be lower than the access leading to the rear of No.74 and a 1.4 metre wall was to be retained between the two properties. The boundary wall would be retained and 1.8-metre-high close board fence erected between Nos.72 and 74 Harefield Road which would appropriately attenuate noise, such that there would not have a harmful impact on the amenity of the adjoining occupiers at No.74 Harefield Road.
- 7.39 In summary, accounting for the above assessment it can be concluded that the development would not have an adverse impact on the amenity of any adjoining properties and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Highways and Parking Provision

- 7.40 Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires that proposals ensure that safe and efficient vehicular access to the highway network is provided, they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; safe, secure and convenient access and facilities for cyclists and pedestrians are provided; impacts on local amenity and congestion are minimised; and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.
- 7.41 Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires that proposals will ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site, including the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes; the provision of a high quality and safe public realm or interface with the public realm; the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and the provision of cycle parking and changing facilities.
- 7.42 Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

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'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

- 7.43 The Mayor of London adopted a new and revised London Plan in March 2021, consequently the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards. For residential developments this is outlined in Policy T6.1 (Residential parking). The site has a PTAL of 1a. Based on the proposed housing mix a maximum of 1.5 parking spaces may be allocated for all units on the site which equates to a maximum of 13.5 spaces. A total of 12 parking spaces is proposed, which is below the maximum standards outlined in the London Plan and is acceptable. 10% of parking spaces should be for disabled occupiers this would equate to 1 space. One space is provided to the front of the building. A car park management plan would be required by condition to set out the appropriate allocation of parking spaces to the units and to ensure that the spaces are leased to future occupiers and not sold.
- 7.44 Harefield Road is an important thoroughfare and is subject to parking restrictions in the form of double yellow line markings on either side of the road. Surrounding side roads including Fairfield Road and Cambridge Road benefit from on-street resident parking bays. To prevent overspill parking within these surrounding streets it is necessary that the applicant enters into a Unilateral Undertaking with the Council which would prevent future occupants of the new dwellings from obtaining parking permits to park vehicles in the surrounding streets. The applicant has agreed to enter into an agreement to this effect. Accounting for these restrictions and the adequacy of the proposed parking on site, it is considered that the development would not result in an accumulation of parking within the vicinity of the site.
- 7.45 The published London Plan (2021) requires that an active 7kw EVCP is provided for 20% car parking spaces with 80% spaces being provided with 7Kw passive EVCPS. Details of the requisite EV charging spaces, including the location and specification of this infrastructure would be required by planning condition.
- 7.46 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.
- 7.47 The proposal would raise the level of vehicular activity to and from the site as compared to the existing single dwelling unit. Peak period traffic movement into and out of the site would be expected to rise to approximately 2-3 vehicle movements during the most sensitive crucial peak morning and late

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afternoon/evening hours. This uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety. Where considered in the context of Paragraph 116 of the NPPF (2024) the residual cumulative impact of this uplift in vehicular movements cannot be considered to be severe. The two planning applications submitted on the site in 2022 are comparable developments in terms of highway impact with both schemes comprising 9 apartments and 13 car parking spaces. The appeal inspector in both instances considered that refusal on highway amenity grounds would not be justified. The Councils Highways Officer has similarly raised no objection to the development on highway safety grounds.

- 7.48 The Councils Highways Officer has advised that the proposed internal layout conforms to best practice design standards and allows for passenger vehicles using the site to enter and leave in a forward gear. In highway impact terms, it is noted that the principle of vehicular crossing provision is well established by surrounding properties in Harefield Road and a reconstructed & revised single access which conforms with the council's 'Domestic Vehicle Footway Crossover' Policy (2022) would be appropriate.
- 7.49 The site's ground level is currently elevated in comparison with the existing adopted footway fronting the address. As the site is to be levelled, there are no anticipated issues with rainwater discharging onto the highway which is not permitted. The crossing proportions as shown on plan broadly comply with the above policy and should read a maximum width of 5m at the back of footway and 6.2m at the edge of kerb. Finalised detail would be required post-permission, and it should be noted that the new crossing would need to be constructed to the relevant council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement).
- 7.50 As Harefield Road is a major thoroughfare, it is crucial that there is conformity to the relevant mutual inter-visibility sight-line requirements, as per DfT (Manual for Streets (MfS) circa 2007) best practice for new development road and parking layouts guidance, between vehicles leaving the site and extraneous vehicles/pedestrians on Harefield Road. To assist with maintaining satisfactory sightlines at the new site entrance for both vehicles and pedestrians entering and leaving the site envelope, it is recommended that a lower height of frontage wall is applied throughout or for at least 2.4 metres on the southern side of the entrance. Ideally the height would not exceed 0.6m to achieve the aim of satisfactory visibility. Details should be secured by planning condition.
- 7.51 Given the internal road widths, fire tenders may not be able to achieve fully unfettered access into and out of the site. However, in circumstances where a fire tender cannot, for whatever reason, gain access to a specific location, Building Regulations (Fire Safety: Document B) make allowance for this scenario by stipulating that fire appliances should be able to be positioned within 45m of the source of an emergency to execute their duty. In line with Building Regulations, if this distance is exceeded (unlikely in this case) then alternative solutions such as hydrants, fire detection/alarm/internal water sprinkler systems can be applied in

lieu of a fire tender accessing a location thereby covering most, if not all, eventualities.

- 7.52 Refuse collection would continue via the roadway (Harefield Road). The bin storage positioning should allow for conformity with the accepted 'waste distance' collection standards which encourage waste collection distances to be within 10m from the point of collection on the public highway. A store is proposed on the property frontage which is in relative proximity of the highway in adherence to the standard.
- 7.53 The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards would require provision 1 secure and accessible space for each 1/2-bedroom flat with 2 spaces for the 3-bedroom unit to accord with the council's adopted cycle parking standard. This would total a requirement of 10 new suitably located spaces. A communal cycle store is indicated to the side of the build but without a specified quantum hence this aspect needs to be secured by way of planning condition.
- 7.54 In summary the proposals are considered acceptable from a highway safety and amenity perspective and comply with Policies Policy DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) and Policies T4, T5, T6.1 of the London Plan (2021).

Accessibility

- 7.55 London Plan (2021) Policy D7 states: 'To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
 - 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 7.56 The application has been reviewed by the Council's Access Officer who has confirmed that the proposals are acceptable from an accessibility perspective subject to conditions requiring the submission of details of step free access to the units and certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010). Subject to the submission of appropriate details to satisfy these conditions, the development would comply with Policy D7 of the London Plan.

Internal Living Accommodation

- 7.57 London Plan Policy D6 (F) states: Housing developments are required to meet the minimum floor space standards which apply to all tenures and all residential accommodation that is self-contained. This requirement is replicated under Policy Policy DMHB 16 of the Local Plan Part 2. The new flats would each exceed the

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minimum requirements set out under London Plan Policy DMHB 16 in relation to the size of the flats and individual bedrooms and living spaces. Each of the flats would be dual aspect and the accommodation would benefit from appropriate outlook and natural light. On this basis the development would comply with Policy D6 of the London Plan and Policy DMHB 16 of the Local Plan Part 2.

External Amenity Space

- 7.58 Policy DMHB 18 of the Local Plan Part 2 states that new residential developments should provide an adequate level of private amenity space for occupiers that is of good quality and usable. The policy advises that 1 bed flats should provide 20sqm of amenity space, 2 bed flats should provide 25sqm and 3 bed flats should provide at least 30sqm of private amenity space. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
- 7.59 Except for Flat 8, which is a 1-bedroom unit and Flat 9 which is a 2-bedroom unit, both of which are located on the second floor of the building, all the proposed flats would be served by private amenity areas in the form of balconies in the case of the upper floor flats and patios in the case of the ground floor flats. There would also be an area of communal amenity space located to the rear of the flats.
- 7.60 The patio serving the three-bedroom flat (Flat 1) measures approximately 27.4sqm in area and has direct access to the communal amenity space. The private amenity spaces serving the remaining flats would be as follows:
- 7.61 -Flat 2 - 12.6sqm (patio)
-Flat 3 - 13.9sqm (balcony)
-Flat 4 - 9.2sqm (balcony)
-Flat 5 - 9.2sqm (balcony)
-Flat 6 - 6sqm (balcony)
-Flat 7 - 6sqm (balcony)
- 7.62 Each of the balconies exceed the minimum depth and width required under Policy DMHB 18 of the Local Plan.
- 7.63 There are various spaces surrounding the building, however many of these areas cannot be classed as serving a practical amenity function as various parcels include dense planting to supplement habitat enhancement contributing towards delivery of on-site biodiversity net gain. The spaces immediately to the rear of the building are largely free of planting and serve a more practical function as amenity space and cumulatively measure 104 sqm in area. Accounting for the proposed mix of units, there would be a requirement to provide 215 sqm of amenity space. Cumulatively the balconies and external areas to the rear of the building would provide 188.3 sqm of external amenity space within a combination of private and communal spaces. This would fall slightly short of the requirements set out under Local Plan Policy DMHB 18, however on balance the amenity space provided is considered acceptable given the proximity of the site to areas of public open space, namely Uxbridge Common which is located within 500 metres of the site.

Trees

- 7.64 Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires:
- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
 - B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
 - C) Where space for ground level planting is limited, such as high-rise buildings, the inclusion of living walls and roofs will be expected where feasible.
 - D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.
- 7.65 The side and rear boundaries of the application site are tree-lined. There are no TPO's or Conservation Area designations within the site, although TPO 75 protects trees on the neighbouring property (to the south), including T28, a mature lime tree located on the front boundary.
- 7.66 It is proposed that 7 trees and 2 shrubs would be removed, with works to a further 9 trees proposed involving lifting the canopy of 8 trees and reducing the crown of 1 tree. Tree T28, a large mature lime tree, provides an important contribution to the street scene and would be retained. The trees that would be removed are all rated as Category C trees of low amenity value and the removal of these trees would be necessary to allow for the proposed development to proceed given that the trees encroach on the footprint of the building or are located on accesses or parking areas. It should be noted that the previous applications were considered to be acceptable in relation to their impact on the existing trees. It was noted that Tree T27, a yew tree in the front garden would be removed. This tree is a relatively small early-mature tree classed as a Category C tree of relatively low value. The removal of this tree was proposed within the previous planning application and was determined to be acceptable. Given the relative value of the tree and its limited contribution to the character of the area, the removal of the tree of the tree is considered to be acceptable and would not impact negatively on the verdant character of the site.
- 7.67 The submitted Arboricultural Report contains a series of suggested protection measures that should be implemented during the course of the construction operations, and protection measures to be implemented where hardstanding is to be introduced in the parking areas to the front and rear. This includes the addition of a geo-textile membrane within the root zones of the retained trees to ensure their long-term preservation. In addition to requiring that the development is carried out in accordance with the measures set out within the Arboricultural

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Report, a comprehensive hard and soft landscaping scheme would be required by condition.

- 7.68 Accounting for the above it is considered that the development would not conflict with Policy DMHB 14 of the Local Plan.

Ecology

- 7.69 From 2nd April 2024 delivery of mandatory 10% biodiversity net gain (BNG) on all small developments (except householder planning applications) is required except where specific exemptions apply as set out in the NPPG.
- 7.70 A biodiversity net gain assessment and metric has been submitted in support of the planning application. This has undergone revisions as officers had observed inaccuracies in relation to the habitat classifications for existing and proposed habitats set out in the metric. The revised biodiversity net gain report sets out that the development would achieve an uplift of 0.11 biodiversity units compared with the existing baseline. This would equate to a 12.66% net gain in biodiversity units which exceeds the minimum requirement to deliver a 10% uplift. Primarily this would be achieved through a substantial increase in shrub planting across the site. A 30-year Habitat Management Plan will be required which sets out measures to ensure that the habitats created on site would be appropriately managed.

Drainage

- 7.71 Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Policy DMEI 10 of the Local Plan states that developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated. There are no immediate concerns with the scheme on drainage grounds and a full drainage scheme could be secured via condition.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

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- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 The proposed development would be liable for CIL.

9 Conclusion / Planning Balance

- 9.1 For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Appendix 1.

10 Background Papers

Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

25767/APP/2024/2484

Appendix 1: Recommended Conditions and Informatives

Conditions

1. HO1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

PP-13383304v1

19_01_00

24_49_01

24_49_02

24_49_03

24_49_04

24_49_06 Rev C

24_49_07 Rev A

Design and Access Statement - August 2024

Biodiversity Net Gain Metric Plan

Biodiversity Net Gain Report 13-11-24

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3. COM7 Materials (Submission)

Prior to the commencement of above ground work details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants (including pollution absorbing planting) giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
- 2.d Hard Surfacing Materials
- 2.e External Lighting

3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of

the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and the London Plan (2021).

6. HH-RPD2 Obscured Glazing and Non-Opening Windows (a)

All windows located on either side elevation of the building at first and second floor level shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Local Plan Part 2 - Development Management Policies.

7. NONSC Non Standard Condition

Prior to the first occupation of the development hereby approved, details of the proposed privacy screening to be located on the side sections of all balconies shall be submitted to, and approved in writing by, the Local Planning Authority.

The privacy screens shall thereafter be implemented in accordance with the approved details prior to the first occupation of any of the flats retain as such in perpetuity.

REASON

To prevent overlooking to adjoining properties in accordance with Policy BE1 of the Hillingdon Local Plan: Strategic Policies (2012) and Policy DMHB 11 of the Local Plan Part 2 - Development Management Policies.

8. NONSC Non Standard Condition

No building or use hereby permitted shall be occupied until a Parking Design and Management Plan ensuring that all car parking spaces are allocated and leased, not sold, to the dwellings to which they relate including drawings/documents addressing the demarcation of the shared surface have been prepared, submitted to and approved in writing by the Highway Authority. The measures shall thereafter be implemented in accordance with the approved Parking Design and Management Plan for the lifetime of the development.

REASON

To ensure that the proposed development will provide appropriate levels of parking and to be in accordance with the London Plan 2021 Policy T6 Residential Parking.

9. NONSC Non Standard Condition

Prior to first occupation of the development hereby approved, details of the provision of active electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such thereafter.

REASON

To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

10. NONSC Non Standard Condition

Prior to the first occupation of the development, details of covered and secure cycle storage for a minimum of 10 bicycles, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

11. NONSC Non Standard Condition

Prior to development commencing, the applicant shall submit a Demolition and Construction Management Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. NONSC Non Standard Condition

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

13. NONSC Non Standard Condition

The dwellings hereby approved shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

14. NONSC Non Standard Condition

No development shall take place until a written 30 year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority. The approved HMP shall be strictly adhered to and development commenced and operated in accordance with it. The HMP should, as a minimum, include;

- a) Description and evaluation of the features to be managed;
- b) Aims, objectives and targets for management
- c) Description of the management operations necessary to achieving aims and objectives;
- d) Prescriptions for management actions;
- e) Preparation of a works schedule, including annual works schedule;
- f) Details of the monitoring needed to measure the effectiveness of management;
- g) Details of the timetable for each element of the monitoring programme; and
- h) Details of the persons responsible for the implementation and monitoring;
- i) Reporting to the Council routinely as to the state of the Biodiversity Net Gain requirements of the development on years 1 (post completion), 3, 5, 10, 20 and 30, with biodiversity reconciliation calculations at each stage.

REASON

To ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1, Policies DME1 7 and DMHB 14 of the Hillingdon Local Plan: Part Two, Policy G6 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 and the Environment Act 2021.

15. NONSC Non Standard Condition

Prior to commencement of the hereby approved development, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how the approved development will incorporate sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan and will:

- i. provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and:
 - ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.
- The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iii. provide details of water collection facilities to capture excess rainwater; and how water usage will be reduced in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with: Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (2020), as well as relevant SuDs guidance contained within the London Plan (2021) and NPPF (2024).

16. NONSC Non Standard Condition

The development hereby permitted shall be carried out fully in accordance with the tree protection measures specified in the Arboricultural Report reference 190603-PD-11 dated 10th December 2020.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

17. NONSC Non Standard Condition

Pedestrian visibility splays measuring 2.4m by 2.4m shall be provided and maintained for the lifetime of the dropped kerb. Fences, walls, and shrubs within these areas shall not exceed a maximum height of 0.6m.

REASON

In the interests of highway safety in compliance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT 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. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage

occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMEI 14	Air Quality
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes

Appendix 2: Relevant Planning History

25767/APP/2021/491 72 Harefield Road Uxbridge

Demolition of existing dwelling and erection of building to provide 6 x 2-bed and 3 x 3-bed flats with associated parking and amenity space

Decision: 04-08-2021 Refused **Appeal:** 11-02-2022 Dismissed

25767/APP/2022/1400 72 Harefield Road Uxbridge

Demolition of existing dwelling and erection of building to provide 3 x 1-bed and 6 x 2-bed flats with associated parking and amenity space

Decision: 15-07-2022 Refused **Appeal:** 27-07-2023 Dismissed

25767/APP/2022/3190 72 Harefield Road Uxbridge

Demolition of existing dwelling and erection of building to provide 2 x 1-bed, 6 x 2-bed, 1 x 3-bed flats with associated parking and amenity space

Decision: 24-04-2023 Not Determined **Appeal:** 27-07-2023 Dismissed

25767/APP/2023/2805 72 Harefield Road Uxbridge

Erection of two 5 bedroom semi-detached dwellings with associated parking and amenity space following demolition of existing dwelling.

Decision: 16-11-2023 Refused **Appeal:** 01-08-2024 Allowed

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 2 Housing Mix

DMH 6 Garden and Backland Development

DMEI 14 Air Quality

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

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

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes