



Mr J Taylor
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Case Officer: Michael Gavin
Email: MGavin@hillingsdon.gov.uk
Date: 12th July 2021
Our Ref: 40711/PRC/2021/102

Dear Mr J Taylor

RE: Amendment to roof and building levels and reduction in density from 2 x 3 Bedroom and 4 x 2 Bedroom flats as previously approved under 40711/APP/2018/4033 to 4 x 3 Bedroom flats & 1 x 2 Bedroom flats

SITE: 27 Ducks Hill Road Northwood

I refer to your request for pre-application planning advice dated 29 April 2021 and our subsequent meeting on 11 June relating to the above development, and our subsequent discussions. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

Plan Numbers: Location plan - received 29 Apr 2021
 7100/D/01 C - received 29 Apr 2021
 revised roof plan Option A - received 29 Apr 2021
 revised roof plan Option B - received 29 Apr 2021
 revised Option A - received 29 Apr 2021
 revised Option B - received 29 Apr 2021
 second floor Option A - received 29 Apr 2021
 second floor Option B - received 29 Apr 2021
 7/100/D/02 RevH - received 29 Apr 2021
 7/100/D/02 RevF - received 29 Apr 2021
 Planning statement - received 29 Apr 2021
 front elevation Option A - received 28 Jun 2021
 Section & elevation 7100/D/04/Rev E - received 28 Jun 2021
 Option A roof plan - received 28 Jun 2021

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The application site is located on the east side of Ducks Hill Road. The original building on the plot has been demolished following the grant of permission 40711/APP/2018/4033 in 2019, and work commenced to implement that consent. The site is a spacious corner plot with mature trees and hedges to boundaries.

The local street scene is of detached properties set in reasonably sized plots. This part of Ducks Hill Road is generally characterised by trees and hedges running alongside the road and none of the properties on the west side of the road are particularly visible.

The application site lies within the built-up area of the Borough as identified in the Hillingdon Local Plan policies map, and is not within a conservation area or Area of Special Local Character.

The Proposal

The proposed development follows a permission granted in 2018 to replace the pre-existing building with a development of 2 x 3 bed and 4 x 2 bed flats (40711/APP/2018/4033, extant to 11 September 2021). The proposal reduces the number of units to 5 and changes the mix to 4 x 3 beds and 1 x 2 bed. The footprint of the building would remain unchanged. The changes are to the building height - to be increased to address a levels / access issue, and to the design of the roof form to improve living space for the second floor flat. The building would remain a three storey development including roofspace accommodation.

The submission explains that the ground floor finished level as approved in 2019 is 1.2m lower than the adjacent footpath which would result in a fall of 1:6 into the site. To address this the building has been raised in relation to the footpath. A new finished floor level of 78.99 is proposed which would give a 1:40 gradient (building regulations compliant) between the footpath and building entrance. The raised level would mean raising the building and the ridge/crown. It is noted that this was explained in a previous application (40711/APP/2021/519) to vary the extant scheme, which was refused for the following reason:

"The proposed restructuring and enlargement of the roof form by reason of the size, scale, bulk and height in this visually prominent position, would result in a substantial alteration to the character and appearance of the approved building and result in the principal elevation standing significantly forward of the established front building line and as such would be detrimental to the character, appearance and visual amenities of the street scene and the wider area. The proposal is therefore 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 (January 2020), Policy D4 of the London Plan (2021) and the NPPF."

Planning Policy

The proposed development would be assessed against the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, Supplementary Planning Guidance, the London Plan (2021) and the NPPF 2019.

Local Plan Part 1 Policies:

- BE1 - Built environment
- E5 - Town and local centres
- H1 - Housing growth
- EM1 - Climate change adaptation and mitigation

Local Plan Part 2 Policies:

DMH 2: Housing Mix
 DMHB 11: Design of New Development
 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
 DMEI 1: Living Walls and Roofs and Onsite Vegetation
 DMEI 2: Reducing Carbon Emissions
 DMEI 9: Management of Flood Risk
 DMT 2: Highways Impacts
 DMT 5: Pedestrians and Cyclists
 DMT 6: Vehicle Parking

Main Planning Issues

1. Principle of development

The site benefits from an extant permission for a similar development and the principle of development is considered acceptable.

2. Design

Following our meeting you have introduced a number of design changes to the building as initially submitted, including:

- omitting central front dormer
- adding design detail to twin-gabled projection front elevation
- increasing the height of the roof relative to building below, while still keeping the roof height 0.93m below that of 29 Ducks Hill Road, to address the issues raised of a somewhat squat appearance

I consider these changes improve the building's appearance compared to that of the building refused under application ref. 40711/APP/2021/519, by reducing the relative bulk and massing of the roof form above the projecting front element. I remain somewhat concerned, however, that compared to the scheme approved under application ref.

40711/APP/2018/4033 the scheme as amended remains a less attractive building, by virtue of the loss of the overhanging eaves and bulky elevations. As discussed there appears to be scope to reduce the top floor flat in size and still remain in excess of the required GIA for this unit. I appreciate the reasons given in terms of head heights and usability but you may wish to explore further any possibility of further reducing the extent of crown roof over the front projection.

I also note the further consideration of the layout, access and parking, and landscaping. This includes re-use of the existing crossover and retention of the existing lamp column in its current position thus taking vehicle movements further away from the cul-de-sac junction by an additional 8.5 metres, and an increased shared grassed amenity area - your calculation is that provision would increase to 193.46m² set against the approved shared amenity space of 175m². Given this part of the proposal was submitted only very recently it will need to be considered by highways and landscape officers when a future application is submitted, but on the face of it these appear significant benefits.

Access:

Any future planning application would need to satisfy the requirements of London Plan Policy D7. To this end, reference should be made to the Council's 'Accessible Hillingdon' SPD (adopted September 2017). All units would need to be designed and constructed to meet the standards for a Category 2 M4 (2) dwelling as set out in the SPD.

To ensure safe, efficient, and dignified means of escape by people who cannot evacuate by stair, the required passenger lift as shown on plan should be suitable for use during a fire in

accordance with London Plan Policy D5 and D12.

Floor plans submitted as part of a planning application should be at a scale of at least 1:100, and should include furnished planned layouts, and clearly demonstrate the access zones and other provisions as set out in Approved Document M to the Building Regulations.

Full access for older and disabled people must be provided throughout the development, including step-free access to private and shared roof gardens, balconies, other amenity areas, and all storage areas.

3. Amenity

It is not considered that neighbour amenity impacts would be materially different to those considered in previous applications, where such impact was found acceptable.

4. Highways

Highways:

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

In order to comply with the maximum parking standard there is a requirement for 1-1.5 on-plot spaces per unit to be provided for units up to 2 bedrooms in scale with 2 spaces for the 3- bedroom provisions. This would result in a total maximum requirement ranging between 9 to 10 spaces. As per the extant permission, 10 spaces are proposed hence the standard is satisfied.

Electric Vehicle Charging Points (EVCP's)

In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions which equates to 2 'active' and 8 'passive' spaces.

Cycling Provision

In terms of cycle parking there would be a requirement to provide 1 secure and accessible space for the 2-bedroom flat with 2 spaces for each of the 3-bedroom units to accord with the Council's adopted cycle parking standard totalling 9 suitably located spaces.

Overall in terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations made within this appraisal.

5. Other

Policies EM5 and DME12 of the Local Plan seek a contribution from all development to a reduction in carbon emissions and encourages renewable energy. The potential for renewable energy technologies such as PVs and heat pumps as part of the development should be explored.

The site falls within Flood Zone 1, the area of lowest flood risk.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

No S106 obligation would be required.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that the development will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be £60 per square metre (GIA).

The London Borough of Hillingdon Community Infrastructure Levy Charging Schedule was adopted in July 2014. The liability payable would be £95 per square metre.

Should you require further information please refer to the Council's Website.

7. Application Submission

The Council has an adopted Local Planning Validation Checklist (June 2020), which is available on the Council's website and sets out the documents that are likely to be required to accompany any future application. The documents required are likely to include:

- Site Location Plan
- Block Plan
- Existing Floorplans and Elevations
- Proposed Floorplans and Elevations
- Planning Statement
- Design and Access Statement.
- Transport Statement

8. Conclusion

The principle of development is accepted, and I consider the changes made compared to the previous refused scheme have achieved a less bulky and dominant building.

However, as stated above, I would recommend further consideration as to whether further improvements in that regard might be possible, even if that involves some reduction in the GIA of the top floor flat. The Council remain concerned that compared to the scheme approved under application ref. 40711/APP/2018/4033, the scheme as amended remains a less attractive building, by virtue of the loss of the overhanging eaves and bulky elevations.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Council's pre-application advice service and I trust you have found this service of assistance.

**Michael Gavin
Planning Officer
Major Applications Team
London Borough of Hillingdon**

Planning Guarantee

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.