

13A North Common Road

Planning Statement

Boyer

Report Control

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TABLE OF CONTENTS

1. Introduction	2
2. Site and Surrounding Context	3
3. Planning History	4
4. Planning Policy Context	5
5. Planning Assessment	10
6. Conclusion	18

1. INTRODUCTION

1.1 This Planning Statement has been prepared on behalf of HDB Investments Limited, hereafter referred to as 'the Applicant' to accompany the submission of an application for full planning permission for the development of 2no. 3-bedroom detached dwellings at 13A North Common Road, Uxbridge, UB8 1PD ('the Site'). The formal description of development is:

"Erection of 2 two storey, 3-bedroom detached dwellings with associated parking and amenity space".

1.2 The proposals seek to make effective use of this backland Site to deliver a modest uplift in the number of residential units, which will be a valuable contribution to the Council (London Borough of Hillingdon)'s housing targets. The two dwellings will be well-designed, sustainable buildings which will deliver a high-quality standard of accommodation for future residents, whilst respecting the neighbouring context and making a positive contribution to the character of the area.

1.3 This application follows a recent appeal dismissal of an application for 5 residential units. Importantly, the Inspector accepts the principle of development in this location albeit at a reduced scale. This application, which seeks planning permission for a scheme of a reduced scale of 2no. units, responds directly to the main issues identified by the Inspector comprising the impact on highway safety, biodiversity and the character and appearance of the area.

1.4 This Planning Statement sets out why the proposals are in accordance with the Development Plan and thereby considered acceptable in planning terms. This Statement is structured as follows:

- Section 2 provides a description of the Site and its surrounding context;
- Section 3 provides a summary of the planning history;
- Section 4 provides the planning policy context;
- Section 4 describes the proposed development;
- Section 5 comprises an assessment of the proposals against relevant planning policies and other material considerations;
- Section 6 provides concluding remarks.

1.5 The planning application is supported by the following drawings and documents:

- Planning application form and Certificate A (Boyer);
- A full set of existing and proposed plans (The Gillett Macleod Partnership);
- CIL Form (Boyer);
- Planning Statement (Boyer);
- Design and Access Statement (Paddington Planning);
- Preliminary Ecological Appraisal (Astute Ecology);
- Arboricultural Impact Assessment and Method Statement (Trevor Heaps Arboricultural Consultancy Ltd.); and
- Transport Statement (Motion).

2. SITE AND SURROUNING CONTEXT

- 2.1 The application Site (0.25 hectares) is located in north Uxbridge and is situated on the north side of North Common Road. The Site comprises an irregular shaped plot which is set back from North Common Road, which is occupied by a post war detached house benefiting from a large garden with ponds.
- 2.2 The Site is accessed by a narrow lane positioned between nos. 11 and 15 North Common Road to the west of Water Tower Closer. The access road serves a number of dwellings within the cul-de-sac which have rights of way.
- 2.3 The two ponds located in the eastern part of the Site were formerly used as an overflow to the redundant water tower on the adjacent site. The water tower has now been converted into residential use.
- 2.4 The surrounding area is predominantly in residential use, primarily characterised by two storey detached and semi detached properties on spacious plots with large rear gardens. The Site is bound to the north, east and west by residential properties and to the south by the Uxbridge Common Open Space.
- 2.5 Backland development is a common feature in the immediate surroundings, as confirmed by the Inspector in the appeal decision, *“backland development is part of the character of the area... properties and hard surfacing located behind frontage development would not be at odds with the surrounding area.”*
- 2.6 In terms of designations, the Site forms part of the northern area of the North Uxbridge Area of Special Local Character and is characterised by hedges, trees and vegetation.
- 2.7 The Site has a PTAL score of 1b (where 0 is the worst and 6b is the best). There are numerous bus stops on Park Road and Harefield Road which serve the surrounding area. It is approximately 1km north of the town centre, which provides various public transport links and access to a variety of services, facilities and other amenities.
- 2.8 There is a low probability of flooding as the Site is located within Flood Zone 1.

3. PLANNING HISTORY

- 3.1 A review of the London Borough (LB) of Hillingdon's online planning records has been undertaken to establish the planning history for this Site.
- 3.2 An application (Ref: 74738/APP/2019/1181) was submitted to the Council on 5th April 2019 for the *"Erection of 5 two storey, 3-bed, attached dwellings with associated parking and amenity space, involving demolition of existing detached house"*.
- 3.3 The previous applicant appealed against non-determination of the initially submitted application for the erection of a 6-unit scheme and submitted a revised scheme of 5 dwellings at appeal (Ref: APP/R5510/W/20/3246164).
- 3.4 The Appeal Decision confirms that the principle of developing the Site for further residential development is acceptable in principle. When assessing the impact on the character and appearance of the area, the Inspector considered *'backland development to be part of the character of the area... [and that the] properties and hard surfacing located behind frontage development would not be at odds with the surrounding area. The proposed terrace of properties reflects aspects the development either side of the appeal site. Given the lack of consistency to the scale and form of properties in the wider area, the design of the proposed dwellings would not be discordant'*. The scheme was found to have little impact on the verdant and attractive frontage of North Common Road and the ASLC as a whole and, as a result, the Inspector concluded that the proposed development would not harm the character and appearance of the area.
- 3.5 With regards to impact on highways, the Inspector concluded that due to the likely increase in number of vehicles as a result of the development, the limited lane width and visibility for vehicles when reversing would be detrimental to the safety of pedestrians and vehicles. To address the Inspector's comments the number of units have been reduced to decrease traffic movements, and a turning area is proposed as part of this application to reduce the need for appliances to reserve.
- 3.6 The Inspector also concluded that the scheme would have an adverse effect on biodiversity since the applicant did not provide or fund improvements to mitigate site specific impacts from a proposal via a planning obligation.
- 3.7 The appeal was therefore dismissed on 22nd October 2020. Since this, various technical input has been sought and the revised scheme successfully overcomes the Inspector's previous concerns regarding highway safety and biodiversity.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development seeks to respond positively to the Inspector's comments for the previous appeal on the Site (Ref: APP/R5510/W/20/3246164), including impacts to highway safety, biodiversity and the character and appearance of the area, with particular regard to the North Uxbridge Area of Special Local Character (ASLC). The main way in which this has been achieved is a significantly reduction in scale from the initial proposal for 6 units down to the 2 units proposed as part of this application.
- 4.2 The proposed development involves the retention of the existing dwelling on Site (no.13A) and the erection of 2 x two-storey detached dwellings with associated amenity space as private rear gardens, cycle and car parking on land to the north east of no.13A.
- 4.3 House 1 (179 sqm GIA) is T shaped (6m wide x 12.8m deep) and would have a hipped roof with an eaves height of 5.2m and a ridge height of 8.2m. House 2 (186 sqm GIA) is L shaped (10.7m wide x 11.1 m deep) and would have a hipped roof with an eaves height of 5.5m and a ridge height of 8.6m. The proposed materiality of the units is red brick to ensure that the properties assimilates positively into the surrounding area.
- 4.4 Each property will provide a high quality of accommodation and will benefit from large kitchen diners, as well as a separate lounge and study at ground floor. Bifold doors will be provided from the living areas to provide direct access to the private gardens. At first floor will be three generously proportioned bedrooms.
- 4.5 The proposals also involve the relocation of the existing pond to the north-eastern corner of the Site to provide a new pond (180 sqm) along with a decking area positioned directly adjacent. The Inspector previously considered the relocation of the pond and proposed planting would provide an acceptable offset to the loss of the existing ponds.
- 4.6 The existing access road will be retained and extended further into the Site to provide access to House 2. The Inspector previously determined that the lane would need to be widened to allow vehicles to be able to pass each other along the access road. The development proposal has widened the access road to adjacent to where the proposed disabled and visitor parking spaces are provided to allow for a turning area.
- 4.7 Each property will benefit from a detached garage as well as two external car parking spaces. There will be two further visitor and disabled car parking spaces provided along the access road to the Site to avoid any overspill into the surrounding area.
- 4.8 The development will be serviced from the access road, as per the existing situation.

5. PLANNING POLICY CONTEXT

5.1 This section of the report provides a summary of the relevant planning policy framework against which the application will be assessed. It covers national, regional and local level policies of relevance.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Statutory Development Plan for the London Borough of Hillingdon comprises:

- The London Plan (2021); and
- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Saved UDP Policies (2012)

5.3 Other policy documents that are material considerations in the determination of planning applications include the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG), the London Plan Supplementary Planning Guidance (SPG) and the LB Hillingdon's Supplementary Planning Documents (SPDs).

5.4 The planning policy relevant to the consideration of applications therefore comprises three levels of policy – national, regional and local. The three tiers of policy are introduced within this chapter and a detailed assessment of the proposed development against the relevant policy is provided in Section 6. We do not set out a description of each relevant policy hereunder, rather we focus on those of greatest relevance and importance to the proposed development.

National Planning Policy

National Planning Policy Framework (2021)

5.5 The National Planning Policy Framework (2021) sets out the government's economic, environmental and social planning policies for England.

5.6 The overarching national planning policy theme evident from the NPPF is a presumption in favour of sustainable development, which the Government has advised should be at the heart of the planning system. In terms of development management, it advises that the primary objective is to foster the delivery of sustainable development and should not hinder or prevent future development.

5.7 The NPPF has not changed the statutory status of the Development Plan as the starting point for decision-making; however, it constitutes guidance for local planning authorities and decision-making both in drawing up plans and as a material consideration in determining applications.

- 5.8 Chapter 5 of the NPPF relates specifically to the delivery of new housing. It recognises the importance of significantly boosting the housing supply and paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Furthermore, paragraph 69 underlines the instrumental role that small sites are able to play in meeting the housing requirement of an area, as they are often built-out relatively quickly.
- 5.9 Chapter 11 is entitled 'Making Effective Use of Land' and Paragraph 120 (d) sets out the planning policies and decisions should promote and support the development of underutilised land and buildings. Part (e) encourages the use of airspace above existing residential and commercial properties for new homes, allowing upward extensions where this would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed and can maintain safe access and egress for occupiers.
- 5.10 Chapter 12 relates to creating well designed places. Paragraph 126 sets out that the creation of high quality buildings and places is fundamental and good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 requires developments to ensure that they function well and add to the overall quality of the area; are visually attractive; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the Site; and create places that are safe, inclusive and accessible.

Regional Planning Policy

The London Plan (2021)

- 5.11 The London Plan (2021) is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's Vision for Good Growth. The Mayor's strategic policies aim to provide more homes and to create a housing market that works better for all Londoners. The London Plan (2021) is a part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Some of the key objectives and policies are summarised below.
- 5.12 Objective GG2 'Making the Best Use of Land' seeks to enable the development of brownfield land and small sites, as well as, proactively exploring the potential to intensify the use of land to support additional homes, workspaces, in turn, promoting higher density development.

5.13 Objective GG4 'Delivering the Homes Londoners Need' seeks to ensure more homes are delivered. Policy H1 'Increasing Housing Supply' seeks to increase housing supply through optimising the potential housing delivery on all suitable and available brownfield sites through local authority planning decisions. Table 4.1 of the London Plan sets a ten year target (2019/20-2028/29) for Hillingdon of 10,830 homes, at an annualised rate of 1,083 net new homes. Policy H2 'Small Sites' underlines that borough's should also proactively support well-designed homes on small sites (below 0.25 hectares in size) through planning decisions.

5.14 Policies D3 'Optimising Site Capacity Through the Design-Led Approach' and D4 'Delivering Good Design' both emphasise the importance of creating high quality spaces and require development to make the best use of land by following a design-led approach that optimises the capacity of sites by responding to an area's context and capacity for growth.

5.15 Policy D6 'Housing Quality and Standards' emphasised the importance of high quality design and requires development to provide adequately sized rooms with comfortable and functional layouts. It encourages the maximum provision of dual aspect units and seeks to ensure that accommodation receives sufficient daylight and sunlight. The policy also requires amenity space at the standard of 5 sqm per 1-2 person unit and 1 sqm per each additional occupant unless there are no higher local standards.

5.16 Policy H1 'Increasing housing supply' sets a ten year housing target for Hillingdon of 10,830 new homes over the plan period. The policy seeks to optimise the potential for housing delivery on all suitable and available brownfield sites, especially on sites with exist PTAL 3-6 which are located within 800m distance of a station or town centre boundary and small sites.

5.17 Policy H2 'Small sites' supports well-designed new homes on small sites (below 0.25 hectares in size). Hillingdon's minimum targets for small sites is 2,950 new dwellings across the plan period.

5.18 Policy T5 'Cycling' seeks to remove barriers to cycling and create a healthy environment in which people choose to cycle, through supporting the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. The requirements are 1 space per studio, 1.5 spaces per 1 bed and 2 spaces for all other dwellings.

5.19 Policy T6 'Car Parking' seeks to resist car parking in line with levels of existing and future public transport accessibility and connectivity. It specifies that car-free development should be the starting point for all development proposals that are, or are planned to be, well-connected to public transport. For Outer London sites with a PTAL of 0-1, the maximum standards for 3+ bed units are up to 1.5 spaces per dwelling.

Local Planning Policy

The Local Plan: Part 1 – Strategic Policies (2012)

5.20 The Local Plan Part 1 provides Hillingdon's strategic policies and overall vision and strategy for the Borough. The following policies are considered relevant to the application:

- Policy H1 Housing Growth
- Policy HE1 Heritage
- Policy EM1 Climate Change Adaptation and Mitigation
- Policy EM4 Open Space and Informal Recreation
- Policy EM7 Biodiversity and Geological Conservation
- Policy DM8 Land, Water, Air and Noise

The Local Plan: Part 2 – Development Management Policies (2020)

5.21 The Local Plan Part 2 provides detailed policies which form the basis of the Council's decisions on individual planning applications. Those relevant to the application are:

- Policy DMH 2 Housing Mix
- Policy DMH 6 Garden and Backland Development
- Policy DMHB 5 Areas of Special Local Character
- Policy DMHB 11 Design of New Development
- Policy DMHB 14 Trees and Landscaping
- Policy DMHB 16 Housing Standards
- Policy DMHB 17 Residential Density
- Policy DMHB 18 Private Outdoor Amenity Space
- Policy DMT1 Managing Transport Impacts
- Policy DMT2 Highways Impacts
- Policy DMT5 Pedestrians and Cyclists
- Policy DMT6 Vehicle Parking

6. PLANNING ASSESSMENT

Principle of Development

6.1 Planning policy at all levels supports and encourages the provision of housing. A key objective of the Council is to increase the provision of homes, as expressed by Local Plan Part 1 Policy H1, which seeks to meet and exceed the minimum strategic dwelling requirement. The London Plan sets a target of 1,083 dwellings per annum. To meet this target, the Council will be required to make the most efficient and effective use of all development sites.

6.2 Paragraph 118 of the NPPF encourages the effective use of land and sets out that substantial weight should be given to value of using brownfield land within settlements for homes and other identified needs. Similarly, London Plan Policy H1 seeks to encourage local authorities to optimise the potential for housing delivery on all suitable and available brownfield sites through their planning decisions. Suitable brownfield sites constitute those which are located within 800m of a train station or town centre boundary or those which qualify as small sites in accordance with London Plan Policy H2. The Site constitutes both a suitable and available brownfield Site within a sustainable location on the fringes of Uxbridge Town Centre.

6.3 Moreover, under London Plan Policy H2 the Site is classified as a small site, as it falls below 0.25 hectares. Policy H2 states that boroughs should pro-actively support well-designed new homes on small sites through planning decisions in order to significantly increase the contribution of small sites to meeting London's housing needs. Hillingdon's small sites target is 295 dwellings per annum, nearly one third of the borough's annual housing target.

6.4 Given the backland nature of the proposals, Policy DMH 6 is relevant which states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) Neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) Vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) Development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- iv) Features such as trees, shrubs and wildlife habitat must be retained or re-provided.

6.5 These technical matters are discussed within this Statement, but in summary the proposals will comply with all of these criteria by virtue of the sensitive and carefully considered design which responds well to the surrounding area, the suitable access and parking, and high quality landscaping scheme.

- 6.6 The principle of providing additional residential units on the Site is therefore supported by policy. This has also been confirmed by the Inspector who stated in Paragraph 30 of the Appeal Decision; "*Backland development is part of the character of the area and there is an existing access and lane. Similarly, properties and hard surfacing located behind frontage development would not be at odds with the surrounding area.*"
- 6.7 The proposals will make effective use of this brownfield sustainable Site to deliver 2 new family sized dwellings which will make a modest yet valuable contribution to LB's Hillingdon's housing target. This is entirely in accordance with Local Plan Policies H1, H12 and DM6.

Mix

- 6.8 Policy DMH 2 seeks to achieve a mix of housing units which reflect the Council's latest information on housing need. The supporting text confirms that there is a substantial borough wide need for larger units, particularly three bedroom properties. The delivery of two additional three bed units on the Site will make a modest but valuable contribution to this borough wide need.

Design and Heritage

- 6.9 The Site is located within the North Uxbridge Area of Special Local Character which is a non-designated heritage asset. Policy HE1 seeks to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic environment, which includes locally recognised historic features such as Areas of Special Local Character.
- 6.10 Policy DMHB 5 requires new development within Areas of Special Local Character to reflect the character of the area and its original layout. Further guidance on design is provided in Policies BE1 and DMHB 11 which require development to incorporate principles of good design and harmonise with the local context, ensuring the use of high quality building materials and ensuring that the design is appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views.
- 6.11 In relation to the 5 unit appeal scheme, the Inspector concluded that "*The proposed development would have little impact on the verdant and attractive frontage of North Common Road and the ASLC as a whole. The proposed development would not harm the character and appearance of the area. As a result, no conflict would occur with design and character aims of Policies DMHB 1, DMHB 11, DMHB 12 and DMHB 14 of the LPP2.*"
- 6.12 The proposed site plan illustrates the proposed dwellings would be set back from the main frontage of the Site with vegetation and trees along the boundary which will provide adequate screening. This will therefore ensure that the proposals will have very limited visibility from North Common Road and will not harm the character and appearance of the area.
- 6.13 With regards to detailed design, the proposed dwellings will be of a traditional design and with pitched roofs, and the proposed scale and plot sizes of the dwellings is consistent with the dwellings in the surrounding area and those within the immediate context (North Common Road).

6.14 Overall, given that the scale, bulk and massing of the proposed dwellings is consistent with the vast majority of dwellings in this area, generous landscaping will be provided, the dwellings will be set back from North Common Road and will therefore have visibility, as well as the fact that the Inspector previously found the proposals to be acceptable in design terms, there will be no harm to the character and appearance of the street scene and its wider context within the North Uxbridge Area of Special Local Character. As such the proposal will accord with policies Local Plan Policies BE5, BE13, BE19, BE22, DMHB 1, DMHB 11, DMHB 12 and DMHB 14.

Standard of Accommodation

6.15 London Plan Policy D6 and Local Plan Policy DMHB 16 sets out the minimum internal space standards for new dwellings. The submitted plans illustrate that both units will provide floorspace in excess of the standards set out in London Plan Table 3.1 and Local Plan Table 5.1, which require 3-bedroom, 6-person dwelling to provide a minimum 102 sqm GIA (including 2.5 sqm of built-in storage). The GIA of House 1 is 179 sqm and House 2 is 186 sqm, which significantly exceeds the required standards and demonstrates the very high quality of accommodation proposed. The proposed floor plans illustrate the layout which has been carefully considered to provide a very high standard of accommodation.

6.16 Policy BE23 of the Local Plan requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. Specific requirements are set out in Policy DMHB18 which expects 3 bed houses to provide at least 100 sqm. The proposed gardens will be very generously sized, totalling 233 sqm and 286 sqm, which significantly exceeds the requirements set out in Policies BE23 and DMHB18.

6.17 Overall, the proposed dwellings would comply with the minimum space standards and provide a good standard of accommodation for future occupants, in accordance with the NPPF, London Plan and Local Plan.

Fire Safety

6.18 London Plan Policy D12 requires major developments to be accompanied by Fire Statement to detail the construction of the building, means of escape, features to reduce risk of life, access for fire service personnel, access and any future modifications. Whilst this is not a major development, the Applicant is committed to delivering housing of the high quality and level of safety. A Fire Strategy has been prepared by The Gillett and Macleod Partnership Ltd to support this planning application which provides full details of the proposed fire strategy and the measures which have been incorporated to reduce the risk of fire and enhance the safety of the building, in accordance with Policy D12.

Impact on Neighbouring Amenity

6.19 Local Plan Policy DMHB 11 seeks to ensure that proposals protect the amenity of adjoining occupiers, and advises that proposals should not adversely impact the amenity, daylight and sunlight of adjacent properties and open spaces. Policy DMH 6 provides specific guidance on backland sites and requires that neighbouring residential amenity and privacy of existing homes and gardens must be maintained. The supporting text for Policy DMHB 11 advises that a 21m separation distance is sought to ensure suitable levels of privacy.

6.20 The proposed site plan illustrates that the siting and form of the proposed dwellings have been carefully considered to ensure that there are generous separation distances to neighbouring properties, in addition to landscape screening boundaries. The closest residential properties would be Water Tower Close, 13A North Common Road and 172A Harefield Close.

6.21 With regards to No. 5, House 1 has been carefully positioned so as to avoid any harmful overlooking impacts. The new property will be set back from the boundary with No. 5 and the windows on the southern façade are limited on the area closest to No. 5 to avoid any harmful overlooking. On the eastern façade of House 1, again the window positions have been carefully considered to avoid overlooking towards the flank windows of No. 5. As such, the only first floor windows will be secondary bedroom windows. The position of House 1 to the north of No.5 will ensure that there are no overshadowing, daylight or sunlight issues.

6.22 No. 13A has some side facing windows on the eastern elevation comprising two at ground floor and two at first floor. The first-floor flank windows are, however, secondary windows, and these bedrooms have outlook to the front and back. Despite this, the impact on this property has been considered when siting the proposed houses. House 2 will be sufficiently setback to avoid any impacts. House 1 will be situated approximately 7m from 13A at the closest point. On the part of the western elevation closest to 13A there will be no windows to ensure that there are no harmful overlooking impacts towards these flank windows and the rear garden. The remaining windows on the west elevation will be set back 13m from No. 13A. Whilst the separation distance falls below the 21m stated in the SPD, it is consistent with other separation distances in the surrounding area on comparable backland sites and is considered sufficient to provide residents with suitable levels of privacy.

6.23 Further to the west are Nos. 170A and 172A Harefield Road which are both situated in excess of 20m from any habitable windows proposed. As such, there will not be any harmful impacts on these properties.

6.24 As such the proposal will not give rise to any significant impacts to neighbouring amenity through visual intrusion, overlooking and overshadowing and will therefore comply with Local Plan Policies DMH 6 and DMHB 11.

Highways and Transport

6.25 Local Plan Policy DMT 1 requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner by ensuring that they are accessible by public transport, walking and cycling, safe and inclusive accessibility, provide adequate address delivery, servicing and drop-off requirements and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

6.26 Similarly, Local Plan Policy DMT 2 states that development proposals must ensure that safe and efficient vehicular access is provided, 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 for cyclists and pedestrians, minimise impacts on local amenity and congestion and ensure the implementation of suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

6.27 Further guidance is provided in Local Plan Policy DMT 5 requires that development proposals provide safe, direct and inclusive access for pedestrians and cyclists.

6.28 A Transport Statement has been prepared by Motion to address of the highways impacts relating to the development proposals, with a particular focus on the concerns raised during the previous planning application process related traffic flow, vehicle movements, alongside use of the access road by other residential dwellings. The various highways matters are discussed below.

Access

6.29 It is proposed to continue to use the existing access road to serve the existing dwelling and the two additional residential dwellings, as well as the four other properties in the cul-de-sac, which would bring the total number of dwellings serving the access to seven.

6.30 The Inspector for the dismissed appeal previously raised concerns surrounding the suitability of the access arrangements onto North Common Road, and the ability for the existing access road to cater for the quantum of development proposed. These concerns have been addressed through the reduction in the number of units to two. It is also proposed to resurface and widen the road to improve access, as well as providing a turning head.

6.31 The Transport Statement confirms that the access road will be adequate to serve the net increase of two dwellings. It also concludes that the addition of two further properties to this number will not significantly increase the number of trips along the access road and as such, the probability of vehicles using the access road interacting with oncoming traffic will remain minimal.

Car Parking

6.32 Local Plan Policy DMT 6 requires all development proposals to comply with the parking standards outlined in Appendix C Table 2.1. This requires 3+ bed units to provide 2-3 spaces per dwelling.

6.33 The development proposals involve a double garage plus two additional parking spaces for each dwelling, therefore exceeding the requirements set out in Policy DMT 6. A further two visitor car parking spaces will be provided alongside the access road to avoid any overspill parking on the access road itself.

Cycle Parking

6.34 Local Plan Policy DMT 5 requires cycle parking to be provided in accordance with the Borough's standards, which is two cycle parking spaces per 3+ bed unit. Similarly, London Plan Policy T5 requires two cycle parking spaces for units of this size.

6.35 In accordance with these requirements, the proposals include two cycle parking spaces for each dwelling, in line with the standards set out in the Hillingdon Local Plan: Development Management Policies document and the 2021 London Plan. Cycle storage will be located in the rear gardens of each dwelling.

Servicing

6.36 The servicing arrangements will remain as existing, with the access road used by small refuse collection vehicles operated by the Council. The provision of a turning head will improve the servicing arrangements for the cul-de-sac by enabling these vehicles to turn and exit the road in a forward gear, which is a significant improvement from the existing situation.

Highways Summary

6.37 Overall, the reduced scale of the development and improvements to the access road will ensure that the proposals successfully overcome the Inspector's previous concerns and comply with the aims of the NPPF, London Plan and Local Plan Policies DMT 1, DMT 2, DMT 5 and DMT 6.

Trees

6.38 Local Plan Policy EM4 seeks to protect existing tree and landscape features. Policy DMHB 14 states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. Part D of the policy requires all 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.

6.39 There are currently no trees within the site, however the proposals are within influencing distance of several third-party trees, which are detailed within the Tree Survey Schedule prepared by Trevor Heaps Arboricultural Consultancy Ltd.

6.40 The Arboricultural Impact Assessment (AIA) confirms that basic tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure neighbouring trees are not detrimentally affected during construction. The report concludes that if the proposal is implemented in accordance with the recommendations, neither the trees or wider landscape will be adversely affected. The AIA includes a Tree Protection Plan which provides further details of the affected trees.

6.41 It is also proposed to plant additional trees within the Site as part of the landscaping scheme. The indicative locations are shown on the Tree Protection Plan. This aligns with the aims of Policies EM4 and DMHB 14.

Ecology

6.42 Local Plan Policy EM7 seeks the provision of biodiversity improvements from all development, where feasible. Policy DMEI 7 states that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site.

6.43 The previous appeal decision determined that the removal of the ponds and provision of a new one would be acceptable, subject to off-site enhancements. A legal agreement was drafted and submitted as part of the appeal but this was not signed and dated by both parties, so it also fed into the reasons for dismissing the appeal. This application also proposes to remove the existing ponds and provide a new one within the garden of House 1 which would total 180 sqm.

6.44 A Preliminary Ecological Appraisal ('PEA') prepared by Astute Ecology Ltd confirms the Site is not designated for its wildlife interest at an international, national or local level. As the pond on Site does not contain great crested newts (GCN), the report finds that direct impacts to the local GCN population associated with Uxbridge Ponds LWS are highly unlikely. The report also finds that there will be no impacts to designated sites within the 1km of the Site as a result of the proposed plans due to the small scale of the development, the fact that works will be contained within the Site boundaries, as well as the distance to any designated sites.

6.45 With regards to habitats, the PEA confirms that the habitats identified on Site are common and widespread species of low ecological value. The proposed plans indicate the loss of species poor grassland, scrub, occasional short perennial, the permanently dry Pond 1 area, and the garage and greenhouse buildings. Trees, hedgerows, the existing house and Pond 2 will be retained. Whilst the clearance of the habitats on site will result in a negative net loss to biodiversity, various ecological enhancements will be provided including new trees across the Site, full details of which can be secured via condition.

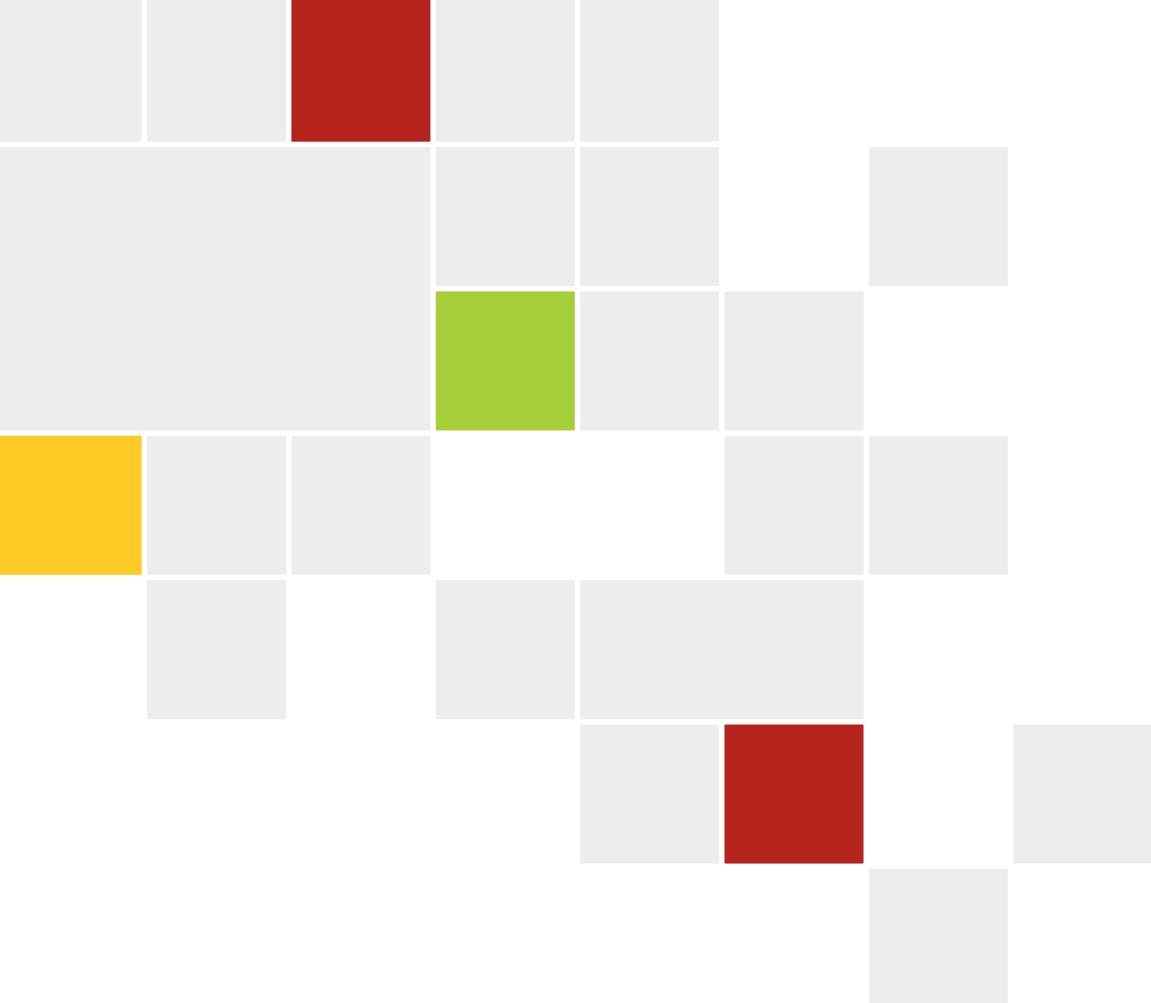
6.46 The report also provides various recommendations to ensure that there are no harmful impacts on bats, nesting birds, badgers and GCNs, full details of which are provided in Section 6 of the report.

Flood Risk

- 6.47 A Flood Risk and Surface Water Drainage Strategy has been prepared by Sweco to assess the impacts of the development in relation to flood risk and to provide a surface water drainage strategy.
- 6.48 The surface water drainage strategy demonstrates how the proposals will ensure surface water generated on site will be collected, attenuated, treated and discharged at a controlled rate in accordance with local and national policies, thereby reducing the risk of surface water flooding on and off-site.
- 6.49 In summary, the Flood Risk Assessment concludes that the Site will not be at significant risk of flood, or increase flood risk to others, and will therefore comply with the aims of the NPPF and the aims of the Strategic Flood Risk Assessment.

7. CONCLUSION

- 7.1 The proposed development seeks to redevelop the Site to provide two detached family-sized properties with associated amenity space, including a relocated pond, refuse storage, as well as cycle and car parking facilities.
- 7.2 The development will deliver high-quality residential accommodation within a sustainable location, within close proximity to a range of services, facilities and public transport links. The residential units will a modest but valuable contribution to the supply and delivery of family sized housing within the LB of Hillingdon.
- 7.3 The design of the proposal has been developed to respond successfully to the previous appeal decision. The massing has been significantly been reduced from the initial proposals by virtue of the reduced number of units, which will ensure that the development successfully optimises the Site, whilst also respecting the surrounding context and the North Uxbridge Area of Special Local Character. The materiality will ensure that the development is a high quality and sensitive addition to North Common Road. Overall, the high-quality design will make a positive contribution to the local area.
- 7.4 The standard of accommodation proposed will be very high, with all units greatly exceeding the required internal and external space requirements. This statement has also demonstrated that the proposal will have an acceptable relationship on neighbouring properties with regard to daylight, sunlight, outlook, privacy and overshadowing.
- 7.5 The development will provide double garages for each plot, along with two car parking spaces per unit, which is appropriate given its PTAL score and its location. Cycle parking facilities will be provided which will encourage sustainable means of transport. It has also been demonstrated that the access road is appropriate for the net increase in dwellings, and the improvements to the road will benefit the access and servicing arrangements for neighbouring properties.
- 7.6 The proposals have been fully assessed in regard to national, London-wide and local planning policies. For the reasons set out in the Statement, the proposals are considered to be compliant with these policies and it is therefore respectfully requested that this application is approved without delay.



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