

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	☐

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐

CERTIFICATE OF LAWFULNESS

18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No. **Report of the Head of Development Management and Building Control**

Address: 8 CLEVELAND ROAD UXBRIDGE

Development: Erection of 2-bedroom end-of-terrace dwelling.

LBH Ref Nos: 32669/APP/2023/1438

Drawing Nos: 22_106_03
 Design and Access Jan 2023
 22_106_01
 22_106_02A

Date Plans received: 16-05-23 **Date(s) of Amendments(s):**

Date Application valid 16-05-23

1. SUMMARY

The proposed development, by reason of its siting, size, scale and layout, would constitute a cramped form of development which would not be in keeping with the prevailing character of residential dwellings in the area and would unbalance the appearance of the detached property to which it would be attached. Furthermore, the proposal is considered to provide a poor level of private amenity for future occupiers of the dwelling.

For these reasons, the proposal is considered contrary to contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), DMHB 11, DMHB 12 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021), as well as paragraphs 130 of the NPPF (2021).

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The proposed development, by reason of its siting, size, scale, layout, width and detailed design would constitute a cramped form of development which would not be in keeping with the prevailing character of residential dwellings in the area and would unbalance the appearance of the detached property to which it would adjoin. The proposal would therefore be detrimental to the visual amenities of the streetscene and the character of the Conservation Area, contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021), as well as paragraphs 130 of the NPPF (2021).

2. NON2 Non Standard reason for refusal

Insufficient private amenity space would be provided for the proposed dwelling, resulting in a poor standard of accommodation for future occupiers, contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and paragraph 130(f) of the NPPF (2021).

INFORMATIVES

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a two storey detached dwelling situated on the prominent corner junction of Cleveland Road and Villier Street. The existing dwelling is sub-divided into 2 flats. The application dwelling forms part of a row of detached properties. The existing dwelling is characterised with a centrally pitched hipped roof, bricked walls and white framed windows along with a single storey garage to the southern flank elevation. The property benefits from a hardstanding driveway and paving to rear garden. The surrounding area is predominately residential in character and the application site lies within The Greenway Conservation Area.

3.2 Proposed Scheme

The application proposes for the erection of 2-bedroom end-of-terrace dwelling.

3.3 Relevant Planning History

32669

32669/APP/2014/836 8 CLEVELAND ROAD UXBRIDGE

32669/APP/2022/194 8 CLEVELAND ROAD UXBRIDGE

Details pursuant to the discharge of Condition 4 (Landscape) of planning permission ref. 32669/APP/2021/788, dated 06/05/2021 (Conversion of existing dwelling to 2 x 3-bed self-contained flats with associated parking and amenity space)

Decision: 20-04-2022 Approval

32669/APP/2021/4091 8 CLEVELAND ROAD UXBRIDGE

Details pursuant to the discharge of Condition 4 (Landscape Scheme) of planning permission ref. 32669/APP/2021/788, dated 06/05/21 (Conversion of existing dwelling to 2 x 3 bed self contained flats with associated parking and amenity space)

Decision: 30-12-2021 Refusal

32669/APP/2021/2379 8 CLEVELAND ROAD UXBRIDGE

Details pursuant to condition 6 (Door Specification) of planning permission Ref: 32669/APP/2021/788 (Conversion of existing dwelling to 2 x 3 bed self contained flats with associated parking and amenity space)

Decision: 11-08-2021 Approval

32669/APP/2021/2045 8 CLEVELAND ROAD UXBRIDGE

First floor extension over existing garage to provide 1 x 2-bed self-contained flat with parking space

Decision: 24-09-2021 Refusal

32669/APP/2021/788 8 CLEVELAND ROAD UXBRIDGE

Conversion of existing dwelling to 2 x 3-bed self-contained flats with associated parking and amenity space

Decision: 06-05-2021 Approval

ENF/120/21

PEO - Breach of condition

Decision:

32669/APP/2020/4168 8 CLEVELAND ROAD UXBRIDGE

Two storey side extension, two storey rear extension and conversion of dwelling to 12-bed HMO

Decision: 23-02-2021 Refusal

32669/PRC/2020/252 8 CLEVELAND ROAD UXBRIDGE

Extend house and convert into a HMO property for student accommodation at Brunel University

Decision: 21-12-2020 No Further
Action(P)

32669/APP/2014/837 8 CLEVELAND ROAD UXBRIDGE

Part two storey, part single storey side/rear extensions, single storey side extension involving installation of 3 rooflights and demolition of existing side and rear extensions

Decision: 12-06-2014 Approval

32669/APP/2013/3698 8 CLEVELAND ROAD UXBRIDGE

Non-material amendment of planning permission ref: 32669/APP/2013/525 and 32669/APP/2013/526 dated 30/4/2013 (Two storey side extension, single and part two storey rear extensions, installation of side rooflight, to include alterations to side elevation and alterations to open porch to side, involving demolition of existing single storey side and rear extensions and demolition of chimney to rear) to allow alterations to fenestration and dormers

Decision: 14-01-2014 Refusal

32669/APP/2013/526 8 CLEVELAND ROAD UXBRIDGE

Two storey side extension, single and part two storey rear extensions, installation of side rooflight, to include alterations to side elevation and alterations to open porch to side, involving demolition of existing single storey side and rear extensions and demolition of chimney to rear (Conservation Area Consent)

Decision: 30-04-2013 Approval

32669/APP/2013/525 8 CLEVELAND ROAD UXBRIDGE

Two storey side extension, single and part two storey rear extensions, installation of side rooflight, to include alterations to side elevation and alterations to open porch to side, involving demolition of existing single storey side and rear extensions and demolition of chimney to rear

Decision: 30-04-2013 Approval

Comment on Planning History

The application had a previous refused permission under planning ref: 32669/APP/2021/2045 for a first floor extension over existing garage to provide 1 x 2-bed self-contained flat with parking space. The application was refused on the following grounds:

1. The proposed development, by reason of its siting, size, scale, bulk and design, would not appear as a subordinate addition and would fail to harmonise with the architectural composition of the original building, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the surrounding The Greenway Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies

DMHB 1, DMHB 4, DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policies D4, D8 and HC1 of the London Plan (2021) and the National Planning Policy Framework (2021).

2. The proposal would provide an indoor living area of an unsatisfactory quality for the future occupiers of the proposed two storey dwelling and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 and Table 3.1 of the London Plan (2021), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

3. The proposal fails to provide bedrooms of sufficient size and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 and Table 3.1 of the London Plan (2021), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

4. The applicant has failed to demonstrate a satisfactory policy-led approach to the car and cycle parking provision and layout for both the donor and new dwellings which could be prejudicial to all road users safety, contrary to policy DMT6 of the Hillingdon Local Plan - Part Two (2020) and Policy T5 and T6 London Plan (2021).

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: 21st June 2023

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

12 neighbouring properties were consulted on 23rd May 2023, consultation expired on 14th June 2023. 1 objection was received which are summarised below:

- Concerns that the proposed dwelling will be a HMO.
- Parking congestion
- Impact on the Greenway Conservation Area
- Inadequate cycle parking
- The proposed dwelling would not be in keeping with the surrounding area
- The proposal would increase the demand for water, sewage, energy consumption and other basic services.

Officer comment: Impact on parking congestion, design, character and appearance within the Greenway Conservation Area and energy efficiency are considered to be addressed in the main body of the report.

Access Officer (Planning Specialist Team):

The proposed extension to this existing dwellinghouse would result in an entirely new and independent house, which is subject to compliance with London Plan policy D7 and the prescribed

technical standards set out in Approved Document M to the Building Regulations.

No concerns are raised subject to the following conditions attached to any planning approval:

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. Such provision shall remain in place for the life of the building.

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

The dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan and 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.

Highways:

An application has been received seeking planning permission to erect a 2no. bedroom dwelling. The development would make provision for 1no. front parking space, secure cycle storage at the rear and 1no. active vehicle charging point. Cleveland Road contains both double and single lines along the length of the road. Furthermore, the surrounding residential streets are within the U5 parking management scheme which restricts parking to permit holders only Monday to Friday 09:00 and 17:00h.

The site currently contains a single vehicle crossover, which is to be kept as existing for the new development. The proposal site has a PTAL rating of 1b indicating that its access to public transport is poor when compared to London as a whole suggesting that there will be a strong reliance on the private car for trip-making. However, the site is in close proximity to a bus stop, which is served by the U3 bus route which terminates at Uxbridge.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 2no. bedroom dwelling with a PTAL ranking of 2 the maximum number of car parking spaces permitted would be 0.75no. therefore the 1no. proposed would be in accordance with this policy.

As mentioned above the development will be providing a secure cycling storage located at the rear of the development. However, no specific number has been given to the provision for residents.

For a development of this to comply with policy at least 2no. cycle parking spaces would need to be provided. Furthermore, the Highway Authority finds the location of the cycle parking itself to unsatisfactory. This is because it can only be accessed via a less than 1m side access, therefore making the cycle parking not fit for purpose. The Highway Authority believes that there is scope for the cycle parking to be placed elsewhere on-plot. Therefore, this contradicts the published London Plan 2021 Policy T5 Cycle which requires to developments 'provide the provision of appropriate

levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'. This issue can be resolved with a planning condition.

There are no highway objections to this proposal subject to the following conditions:

Subject to condition requiring that the applicant submits to the Highway Authority for approval plans showing 1no. front on-site parking space allocated the dwelling.

Subject to condition requiring the developer to send the Highway Authority plans showing accessible; sheltered and secure cycle parking for 2no. bicycles and refuge for approval. REASON to be in accordance with the published London Plan 2021 Policy T5.

Conservation and Urban Design: No formal comments received.

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMH 4	Residential Conversions and Redevelopment
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards

LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP HC1	(2021) Heritage conservation and growth
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

In addition: Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- The London Plan (2021)
- The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. 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 or onto private open spaces.

Impact on the neighbouring property at No. 8 Cleveland Road (flat A):

The proposed dwelling would not project beyond the principal elevation of No.8 but would extend beyond the rear elevation of this neighbour. However, the plans illustrate that the proposal would comply with the 45 degree rule and at 3.6m deep at ground floor and 1.5m deep at first floor, the proposal is considered to comply with Policy DMHD 1. No side windows are proposed to face towards No.8 and whilst additional windows would be added to the front and rear elevation, these windows would have similar views to the existing windows at first floor. Therefore, it is not

considered that the proposal would have a detrimental impact on loss of sunlight, loss of privacy or would appear overbearing.

Impact on the neighbouring property at No. 9 Cleveland Road:

The proposed dwelling would not extend beyond the front or rear elevation of No.9 Cleveland Road. Side facing windows are proposed at first floor however, this window would serve a non-habitable room (bathroom). To ensure no adverse impact on outlook, an obscure glazed condition would be secured if the application was recommended for approval. Whilst additional windows would be added to the front and rear elevation, these windows would have similar views to the existing windows at first floor. Therefore, it is not considered that the proposal would have a detrimental impact on loss of sunlight, loss of privacy or would appear overbearing.

NOISE:

The proposal is for 1 two-bed end of terrace dwelling. It is considered that the level of activity involved in travelling to work and for leisure and shopping purposes that would be associated with the proposed dwelling, likely limited to 4no. people, would not be so substantially different to the trip patterns of individuals in one large household along Cleveland Road.

It is therefore considered (on balance) that any noise and disturbance that might result from the proposed dwellings is unlikely to be significantly different to that from one large household that could occupy a property. It is therefore considered that any increase in noise and its transmission to the adjoining property is unlikely to be significant and no more problematic than the surrounding existing dwellings within the street scene.

7.2 Impact on Street Scene

Chapter 12 of the National Planning Policy Framework (2021) seeks the creation of high quality, beautiful and sustainable buildings and places through good design. This section of the NPPF states that planning decisions should ensure that developments are, inter alia, visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and are sympathetic to local character. Furthermore paragraph 134 states that development that is not well designed should be refused.

Policy D3 of the London Plan (2021) requires that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy GG4 of the London Plan (March 2021) seeks to ensure that more homes are delivered. Policy H1 of The London Plan (2021) promotes the optimisation of the potential for housing delivery on all suitable and available brownfield sites.

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy HE1 Heritage of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that the Council will:

1. Conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes:
 - Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features;

- Designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments;
- Registered Parks and Gardens and historic landscapes, both natural and designed;
- Locally recognised historic features, such as Areas of Special Local Character and Locally Listed Buildings; and
- Archaeologically significant areas, including Archaeological Priority Zones and Areas.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.
- ensuring the use of high quality building materials and finishes;
- ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The immediate surrounding area is characterised by predominately large detached and semi-detached dwellings, which are set back from the road and are located on spacious plots. The proposed development involves the construction of a two-bedroom end of terrace dwelling that is two storeys in height. The proposal would require removal of an existing attached side garage.

The proposed dwelling would measure approximately 4m (w) x 12.6m (d) x 8.1m (h).

The proposed dwelling would be sited to the side of the host dwelling and would retain a 1m separation distance from side boundary. The proposed height of the dwelling would be set down from the existing roof ridge by approximately 0.5m. At the rear, the proposal includes a single storey extension comprising a flat roof with the insertion of one roof lantern. The new dwelling would be set back from the public highway by approximately 7m.

The proposed dwelling would create an end terrace dwelling which would appear unbalanced with the context of the existing detached dwelling. Given that the proposed dwelling would be much narrower than the existing dwelling and the surrounding properties with a very small internal layout which would be completely at odds with the family sized housing on Cleveland Road and would have a much narrower rear garden than the existing dwellings in the area, it is evident that this would constitute a cramped form of development which would not be in keeping with the prevailing character and appearance of residential development on Cleveland Road.

It is considered that, in the context of the wider street scene, the overall impact would be a building which shows little respect for the character of the local area as the proposed dwelling would be squeezed into a narrow parcel of land. Rather than appearing as a well-considered and integrated part of its surroundings, the dwelling would stand out as an incoherent and disjointed addition to the current detached dwelling. The intensified occupation of buildings within the Conservation Area would have a negative impact on its character and appearance, as such the proposed end of terrace dwelling would be out of character with the property types that exist in the area.

Whilst architecturally the proposal would complement the appearance of built form in the area, the general infill nature as proposed would constitute inappropriate development that would appear cramped and contrived in its setting. In summary, the proposal would appear cramped within the site and by virtue of its design, scale and positioning which would fail to harmonise with the prevailing character and appearance and pattern of development. As a result the proposal would harm the visual amenities of the street scene.

The proposed dwelling would be constructed in external finishes i.e., facing brickwork, uPVC windows and pitched roof tiles that would match the host dwelling. A condition would be secured requiring full details of the external materials and finishes to be submitted to the Council, if the application was recommended for approval.

For the reasons set out above, the development proposal would significantly harm the character, appearance and visual amenities of the surrounding area and would fail to either preserve or enhance the character or appearance of the Greenway Conservation Area. As such the proposed development conflicts with Policy BE1 and HE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D3 and HC1 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

7.3 Traffic Impact/Pedestrian Safety

Covered in section below.

7.4 Carparking & Layout

ACCESS AND CAR PARKING PROVISION:

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states 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.

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires houses to have a maximum of 2 spaces per dwelling. Policy T6.1 of the London Plan (2021) has a lesser requirement of up to a maximum of 0.5-0.75 spaces per dwelling on sites such as this with a PTAL rating of 4. Greater weight has been afforded to the London Plan as its publication date superseded the Local Plan.

PARKING:

The maximum parking requirement for a new 2-bedroom residential unit would be 1 on plot space to comply with the adopted Hillingdon parking standard. The proposed dwelling, would provide 1 off-street parking space and is therefore acceptable in this regard.

CYCLE PARKING:

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires development proposals to provide a provision of cycle parking in accordance with the standards set out in Appendix C, Table 1.

No details on cycle parking have been provided, however, these details could have been secured by way of a condition, if this application had been recommended for approval.

ELECTRIC VEHICLE CHARGING POINTS:

To comply with Policy T6.1 of the London Plan (2021), there is a requirement for a minimum of 20% 'active' electric charging points provision within the final quantum of development, with all remaining being designated as 'passive provision'. In this case, the proposal would need to incorporate 1 'passive' and 1 'active' electric charging points per dwelling. These details could have been secured by way of a condition, if this application had been recommended for approval.

No details on electric vehicle charging points have been provided, however, these details could have been secured by way of a condition, if this application had been recommended for approval.

WASTE MANAGEMENT:

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. To conform to the Council's accepted waste collection distances' from the public highway, the storage area should be positioned within 10 metres of a refuse vehicle.

The plans illustrate refuse storage bins situated to the rear garden however, further details could have been secured by way of a condition, if this application had been recommended for approval.

The Highway Authority has been consulted and does not raise an objection subject to conditions on details on 1 no. front on-site parking space allocated to the dwelling and that details on cycle parking for 2 no. bicycles and refuge be submitted. The proposal is considered to comply with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.5 Urban Design, Access and Security Considerations

LIVING CONDITIONS:

D6 of the London Plan (2021) states that a two storey dwelling with 2 bedrooms, 4 person occupancy should provide a GIA of at least 79 square metres.

Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

The proposed dwelling would provide GIA of approximately 90 square metres which meets the floor space requirements. The proposed 2 bedrooms would also meet the minimum floor area and width standards set out in the Technical housing standards - Nationally Described Space Standard (2015). It is considered that all the proposed habitable rooms would be of a suitable size and maintain an adequate outlook and source of natural light, therefore complying with Policy D6 of The London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

PRIVATE AMENITY SPACE:

Table 5.3 (Private Outdoor Amenity Space Standards) of Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires a minimum 60 square metres of private amenity space to be retained for a 2 bedrooomed dwelling.

The proposed residential unit would provide approximately 41 square metres of external amenity space, contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). The proposed dwelling would not provide any opportunity for general outdoor activity that future occupants could reasonably expect. This would result in poor living conditions for the future occupants.

Taking into consideration the lack of private amenity space and the single aspect nature of the dwelling, the proposal is considered to provide a poor level of amenity for future occupiers of the dwelling contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and paragraph 130(f) of the NPPF (2021).

INCLUSIVE DESIGN AND ACCESS:

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

To comply with the above policy requirement, the proposed dwelling must meet Category M4(2) of the Approved Document M to the Building Regulations (2010) 2015. The Planning Specialist Team has been consulted and raised no objections to the proposed development subject to such conditions, the proposal would accord with Policies D5 and D7 of the London Plan (2021), in terms of accessibility and inclusive design.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT:

The principle of residential use has already been established by the existing dwelling which has been converted into 2 flats at the site. Whilst an existing garage would be demolished, it would be replaced by a two-storey 2 bedroom end of terrace dwelling.

The proposal would therefore not result in a net loss of family sized housing, in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). Notwithstanding the above, there are other planning considerations that need to be considered which are discussed in the other sections of this delegated report.

HOUSING MIX:

Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - 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. In accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised to address local needs.

The proposed development would provide 1 x two bed roomed end of terrace dwelling. Given the small scale of the development, the mix is therefore considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 -

Development Management Policies (2020) and Policy H10 of the London Plan (2021).

TREES AND LANDSCAPING:

The site proposes landscaping works to the frontage however, no further details have been provided and therefore in the event of an approval, a landscaping condition would be required. The proposed development would not have a impact on trees and no trees are identified within the application site.

FLOOD RISK:

The application site is not situated within a high flood risk zone and therefore, the proposed development would not have an impact on flooding.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

The London Plan (March 2021)

National Planning Policy Framework (NPPF) (July 2021)

National Planning Practice Guidance (NPPG)

Technical Housing Standards - Nationally Described Space Standard (2015) (as amended)

Contact Officer:	Natasha Vernal	Telephone No:	01895 250230
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