

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: 51 BISHOPS ROAD HAYES

Development: Erection of a detached two storey 1-bed dwelling with associated parking and amenity space at land adjacent to no.51 Bishops Road, Hayes

LBH Ref Nos: **64416/APP/2023/1459**

Drawing Nos: N.A/51BR/101 A
 N.A/51BR/102 A
 N.A/51BR/105 A
 N.A/51BR/104 A
 N.A/51BR/103 A
 Site Location Plan
 N.A/51BR/107 A
 N.A/51BR/108 A
 Design and Access Statement
 N.A/51BR/106 A

Date Plans received: 17-05-23 **Date(s) of Amendments(s):**

Date Application valid 17-05-23

1. SUMMARY

The proposed dwelling would appear overly dominant and would harm the character and appearance of the area. Furthermore, the proposal would harm the residential amenities of the neighbouring occupiers along Bishops Road and Normandy Drive by reason of overbearing and loss of privacy and visual intrusion. For these reasons, the proposal is considered contrary to Policies DHMB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The proposed dwelling by reason of its cramped siting and design, would fail to harmonise with the local context, and would be incongruous, visually dominant and detrimental to the visual amenities of the street scene and the character and appearance of the area contrary to Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMH 6

of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

2. NON2 Non Standard reason for refusal

The proposed development, by virtue of its size and positioning, would provide an unacceptable residential environment and would cause significant harm to the residential amenities of the neighbouring occupiers at No. 51 Bishops Road and its private amenity space, in terms of loss of privacy and visual intrusion, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and paragraph 130 (f) of the NPPF (2021).

3. NON2 Non Standard reason for refusal

The proposed rear amenity space, on account of its close proximity to the rear boundary of 51 Bishops Road, would be heavily overlooked and lack privacy, providing a poor standard of accommodation for future occupiers of the proposed dwelling contrary to Policies DMHB 16 and 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.

a), b) or c) to be added depending on the refusal circumstances:

a) 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.

b) In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

c) In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable. However, the amendments required to make the application acceptable are substantial and would materially change the development proposal. They would require further consultation to be undertaken prior to determination which could not take place within the statutory determination period specified by the Department of Communities and Local Government. You are therefore encouraged to consider the submission of a fresh application incorporating the material amendments set out below which are necessary to

make the scheme acceptable.

2. 174 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 site is located on the east junction of Bishops Road and Normandy Drive. The site comprises of a corner plot containing a 2 storey semi-detached dwelling. Off-street car parking is accessed via the front from the junction. There is a relatively large shed/garage to the rear of the property and when viewed from Bishop's Road, the property includes a second double gate access to the rear garden area. The existing property is made up of white rendered walls, roof tiles and white framed windows.

3.2 Proposed Scheme

The application proposes the erection of a detached two storey 1-bed dwelling with associated parking and amenity space at land adjacent to No.51 Bishops Road.

3.3 Relevant Planning History

64416/PRC/2022/175 LAND ADJACENT TO 51 BISHOPS ROAD HAYES

Erection of two storey 1 bed dwelling

Decision: 13-12-2022 Objection

64416/PRC/2021/88 51 BISHOPS ROAD HAYES

Erection of a detached one bedroom plus study dwelling

Decision: 09-06-2021 Objection

64416/PRC/2019/248 51 BISHOPS ROAD HAYES

Erection of a detached two bedroom dwelling

Decision: 27-05-2020 Objection

64416/APP/2008/1234 51 BISHOPS ROAD HAYES

ERECTION OF A TWO STOREY SIDE EXTENSION AND CONVERSION OF EXISTING

ROOFSPACE TO HABITABLE ACCOMMODATION. INVOLVING THE INSTALLATION OF A REAR DORMER WINDOW.

Decision: 27-06-2008 Refusal

Comment on Planning History

No recent planning history to the site.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

11 neighbouring properties were consulted on 24th May 2023, consultation expired on 15th June 2023.

3 objections were received which are summarised below:

Increase parking congestion

Noise and disruption

Increase level of dust

Loss of privacy

Cramped form of development

Neighbours along Normandy Drive were not formally consulted on the application.

Officer comment: Impact on loss of privacy noise disruption, dust, parking congestion are considered to have been addressed in the main body of the report. With regards to neighbour consultation, all neighbouring properties abutting the boundaries of the application site have been formally consulted.

Waste Strategy:

We are not a wheeled bin borough and residents should access our kerbside waste and recycling service. If containers are to be provided, they should be no larger than 90 litres.

Planning Specialist Team:

This proposal for a one-bedroom dwelling does not raise any accessibility concerns. However, the following conditions should be attached to any 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(s) 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 detached two-storey 1no. bedroom dwelling. The development would provide 1no. front on-site parking space and 2no. cycle parking spaces. Although, the development would not see the provision of any type of electric vehicle charging points. The development will make use of the locations existing vehicle crossover without any alterations made to it. The development fronts onto Bishop Road, which does not contain any type of parking restrictions. Though, kerb parking is somewhat limited due to the presence in vehicle crossovers. The proposal site has a PTAL rating of 2 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.

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 1no. bedroom with a PTAL ranking of 2 the maximum number of car parking spaces permitted would be 0.75no. therefore the 1no. proposed is in accordance with this policy.

As already stated, the development will be utilising the existing vehicle crossover. However, the Highway Authority find the current height of the walls to the south of the crossover impedes the visibility of drivers exiting the development of approaching pedestrians on the footpath. Therefore, this increases the chances of road danger and collisions. This contradicts the published London Plan Policy T4 states that 'development proposals should not increase road danger' and the published London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy 4.7.1 Pedestrian visibility states that 'splays of 2.4m by 2.4m should be provided. Fences, walls and shrubs within these areas to be kept to a maximum height'. This issue can be resolved with a planning condition.

As mentioned above the development would not be providing any type of electric vehicle charging points. For a development of this to be within policy at least 1no. active charging point would need to be provided. Therefore, this contradicts the published London Plan 2021 Policy T6.1 Residential Parking which requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. This issue can be addressed with a planning condition.

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

Subject to condition requiring the existing vehicle crossover is built according to London Borough of Hillingdon's Domestic Vehicle Footway Crossover policy June 2022 specifically that an area 2.4m to the side and 2.4m back from where the driveway intersects with the back of footway is kept clear of fences, walls and shrubs etc over 0.6m high.

Subject to condition requiring the provision of 1no. active single socket electric vehicle charging point to serve 1no. front parking space. REASON to be compliant with published London Plan 2021 Policy T6.1 Residential Parking.

6. Local Plan Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
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 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

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.53 Bishops Road:

The proposed dwelling would be sited approximately 1m from the shared side boundary with No.53 Bishops Road and would not extend beyond the existing front or rear build line of this neighbour. No side-facing windows are proposed to directly face towards this neighbour and whilst windows are proposed to the front and rear of the new dwelling, these windows would offer similar views as the existing properties along Bishops Road. Therefore, the proposed development is not considered to have a detrimental impact on neighbour amenity in terms of outlook. Upon a site visit, it was identified that a first floor window is located to the flank elevation of No.53, however this window appears to serve a non-habitable room. Therefore, it is not considered that the proposed dwelling would have an adverse impact in terms of loss of light, overlooking or appearing visually overbearing.

Impact on the neighbouring at No.51 Bishops Road (host dwelling):

The proposed dwelling would be sited approximately 2.6m from the host dwelling at No.51 Bishops Road. Due to its close proximity to No.51, the proposed dwelling would appear visually overbearing to the rear elevations of this neighbour and when using their garden.. A new side facing window is proposed to face towards No.51 however, this window would serve a non-habitable room and in the event of an approval, an obscure glazing condition would be secured to ensure no adverse impact on neighbour amenity in terms of outlook. Given the above, it is considered that the proposed

development would have a detrimental impact on No.51 Bishops Road in terms of loss of privacy and appearing visually overbearing.

Impact on the neighbouring properties at No. 39 Normandy Drive:

The proposed dwelling would be sited approximately 7.7m from the rear boundary and would abut residential properties along Normandy Drive. Due to its sufficient separation distance of approximately 20m from No.39 Normandy Drive, the proposal is not considered to have a detrimental impact on loss of light or overshadowing.

For these reasons, the development proposal would impact on the amenity of the neighbouring dwelling in conflict with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

NOISE:

The proposal is for 1 one-bed detached 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 2no. people, would not be so substantially different to the trip patterns of individuals in one large household along Bishops Road and Normandy Drive.

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 also noted that the new living accommodation is on the non-adjoining walls to the neighbouring properties at Nos. 51 and 53 Bishops Road. 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 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:

i) 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.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) 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

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The immediate surrounding area is characterised by semi-detached dwellings, which are set back from the road and are located on spacious plots. The proposed development involves the construction of a one-bedroom detached dwelling that is two storeys in height. The proposal would require removal of an existing outbuilding. The existing residential curtilage would be subdivided into a new plot with a site area of 143sq.metres is proposed for the new dwelling.

The proposed dwelling would measure approximately 5.1m (w) x 7m (d) x 7.4m (h).

The proposed dwelling would be sited to the rear of the host dwelling and would retain a 1m separation distance from both side boundaries. The proposed height of the dwelling would align with the existing ridge at Nos. 51 and 53 Bishops Road. The new dwelling would be set back from the public highway by approximately 7.4m.

The siting of the new dwelling would be positioned between two pairs of semi-detached dwellings and would be prominent on the street scene creating a cramped appearance with a new dwelling between No. 51 and 53 Bishops Road. At the crossroads, the dwellings on the 'corners' are characterised by having areas of open space to the side of the properties. The proposed dwelling would introduce a sustainable built structure into the rear garden of the host dwelling, causing loss of spaciousness between the host dwelling and the adjacent neighbouring property at No. 53 Bishops Road. Whilst it is noted that there is variation in the size of plots locally, the degree of spacing around the proposed dwelling would be unusually small for a detached dwelling on this part of Bishops Road. The position of the dwelling also means that its close relationship with its boundaries would be readily visible from public vantage points. When viewed from Normandy Drive, behind Nos. 49 and 51 Bishops Road, the proposed dwelling would obstruct the open views through the rear of the properties, which would also lead to a loss of symmetry in the street scene.

The new dwelling would be sited within 2.6m of the host dwelling resulting in a cramped siting and an incongruous addition in the street scene. The development proposal would relate poorly to the street scene, not only in terms of its incompatible design, but also by virtue of its juxtaposition which does not harmonise with the local context or respect the building uniformity.

The design of the proposed detached, two-storey dwelling is different to the local context. There is a prevailing, relatively uniform building design in the street scene with semi-detached dwellings characterised by hipped roofs and bay windows, as such the proposed detached dwelling would be out of character with the property types that exist in the area. Due to its isolated position, width, height and bulk, the property would form an unduly prominent and unsympathetic addition to the area that fails to integrate with the more traditionally designed property types which characterise the area.

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., render, double glazed windows and concrete roof tiles that would match the host dwelling. In the event of an approval, a condition would be secured requiring full details of the external materials and finishes to be submitted to the Council for approval.

For the reasons set out above, the development proposal would significantly harm the character, appearance and visual amenities of the surrounding area. As such the proposed development conflicts with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMH 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

7.3 Traffic Impact/Pedestrian Safety

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 1-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.

VEHICLE CROSSOVER:

The proposed development will be utilising the existing vehicle crossover. However, the Highway Authority find the current height of the walls to the south of the crossover impedes the visibility of drivers exiting the development of approaching pedestrians on the footpath. Therefore, this increases the chances of road danger and collisions. If the application was minded to approve, a condition would be secured to require that an area 2.4m to the side and 2.4m back from where the driveway intersects with the back of footway is kept clear of fences, walls and shrubs etc over 0.6m high.

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.

The plans illustrate a cycle storage located to the rear elevation to accommodate at least two cycles and is therefore acceptable in this regard.

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 that the proposed development would accommodate 3 refuse bins to the frontage of the site and is therefore acceptable in this regard. Waste strategy has been consulted and raise no concerns however noting that containers are to be provided, they should be no larger than 90 litres.

The Highway Authority does not raise an objection subject to conditions. The proposal is considered to comply with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.4 Carparking & Layout

Please refer to Traffic Impact/Pedestrian Safety.

7.5 Urban Design, Access and Security Considerations

LIVING CONDITIONS:

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms.

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.

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 1 bedroomed dwelling.

The application site would benefit from 1 bedroom and the resulting development would retain well in excess of at least 60 square metres of rear garden area and the existing dwelling would retain well in excess of at least 108 square metres of rear garden area. However, the proposed rear garden would be considerably overlooked by the windows to the rear of 51 Bishops Road, limiting privacy and compromising the quality of this area as private amenity space. This constitutes a further reason for refusal.

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - 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. Table 3.1 of the London Plan (2021) requires a two storey dwelling containing a 1 bedroom, 2 person unit to have a minimum of 58 square metres.

The proposed dwelling would have a gross internal area of approximately 58 square metres, which would meet the minimum space standard of 58m² found in Table 3.1 of the London Plan (2021). All the habitable rooms would benefit from windows fitted in the front or rear elevations of the proposed dwelling. Thus, ensuring that future occupiers receive an adequate level of outlook and natural light.

INCLUSIVE DESIGN AND ACCESS:

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The planning specialist team has been consulted and raised no objections subject to conditions. It is considered that the proposal would accord with Policies D5 and D7 of the London Plan (2021), in terms of accessibility and inclusive design.

TREES AND LANDSCAPING:

Policy D5 of the London Plan (2021) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

The proposal involves front and rear landscaping works involving paving, planting and construction of a 1.8m fence to sub-divide the plot at the rear. However, further details on landscaping works can be secured with a condition, subject to an approval.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The application site is located within the Developed Area as identified within the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). It is therefore considered there would be no objection in principle for residential use of the site, subject to all other material planning considerations being acceptable.

Policy DMH 6 'Garden and Backland Development' of The Local Plan: Part 2 - Development Management Policies (2020) states:

'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.'

The proposed development is considered to be unacceptable as it would represent a cramped overdevelopment of the site, would result in harm to the amenity and privacy of existing homes and the character and appearance of the site, the street scene and the surrounding area which would be contrary to the requirements of Policy DMH 6 of The Local Plan: Part 2 - Development Management Policies (2020).

FLOOD RISK:

The site is not situated within a flood risk zone and is there considered that the proposal would not significantly increase the risk of flooding at the site or elsewhere, in compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

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)

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