

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:	63 HIGH STREET RUISLIP		
Development:	Change of use of from Office/Storage (Class E) and internal alterations to provide 1 x studio, 1 x 1 bed and 1 x 2 bed residential units (Class C3) (revised description 14.08.24)		
LBH Ref Nos:	3317/APP/2024/2048		
Drawing Nos:	63highstreet/2024/01A 63highstreet/2024/04B 63highstreet/2024/05B 63highstreet/2024/06A 63highstreet/2024/07A 63highstreet/2024/01 63highstreet/2024/02 63highstreet/2024/03		
Date Plans received:	30-07-24	Date(s) of Amendments(s):	16-10-24
Date Application valid	30-07-24		06-08-24
			06-08-24

1. SUMMARY

Planning permission is sought for the change of use of from Office/Storage (Class E) and internal alterations to provide 1 x studio, 1 x 1 bed and 1 x 2 bed residential units (Class C3).

The proposal is considered to be acceptable regarding character and appearance, neighbouring amenity impacts, living conditions and highway safety and parking.

The application is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 Time Limit

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

REASON

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

2. RES4 Accordance with Approved Plans

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

63highstreet/2024/04B

63highstreet/2024/05B

63highstreet/2024/06A

63highstreet/2024/07A

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3. OM19 Construction Management Plan

The development hereby permitted shall not be carried out except in complete accordance with the submitted Construction Management Plan (CMP) dated 3rd of October 2024.

REASON

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

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. I73 Community Infrastructure Levy

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community

Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located along Ruislip High Street which occupies mostly commercial units at ground level levels with residential above. The site is within Ruislip's secondary shopping area and within Ruislip Village Conservation Area and is Locally Listed.

3.2 Proposed Scheme

The application proposes the change of use of from Office/Storage (Class E) and internal alterations to provide 1 x studio, 1 x 1 bed and 1 x 2 bed residential units (Class C3)

3.3 Relevant Planning History

3317/APP/2024/1945 63 HIGH STREET RUISLIP

Change of Use from financial services/bank to open Use Class E (Commercial, Business & Services).

Decision: 05-09-2024 Approval

Comment on Planning History

The relevant planning history is listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **12th September 2024**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTATION

20 neighbours were consulted by letter dated 12-08-24. Two representations was received as summarised below:

- Concerns regarding building works including noise, traffic and litter
- Neighbouring dwelling omitted from floor plans
- Concerns regarding internal noise on adjoining walls
- Loss of privacy (due to access walk way)

Planning Officer comments:

Given the given the constraints and sensitivities of the local road network and to avoid/minimise potential detriment to the public realm, a Construction Management Plan (CMP) has been reviewed by Highways and approved, compliance would be secured by condition.

Revised plans were provided demonstrating No.63A to ensure the assessment was thorough. The concerns are discussed in the neighbouring amenity section below.

INTERNAL CONSULTATION

Highways, Access and Conservation were consulted.

Access:

This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the Change of Use of this existing office building, involving internal alterations, to provide 3 residential units (Class C3). The above policy applies only to new housing developments. Conclusion: no objections raised from an accessibility perspective.

Conservation:

This is an imposing building which makes a positive contribution to the character of the area. We would support the principle of the proposals as it would be beneficial for the building to have a long term use. The only change we would recommend would be that the stairs at first floor level move to the other side of the solid wall. This would reduce the amount of corridor space within the building and allow the principle front space to be retained and appreciated. It would also allow the kitchen to move and then the fireplace could be reopened as a feature. At second floor the stair would appear within the bathroom but this could relocate to the position of the current stair or elsewhere. No objection however we would recommend that the above points be reconsidered to allow a more successful conversion.

Planning Officer comment:

It is considered it would be unreasonable to request the relocation of the existing stairs.

Highways:

Parking Provision

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

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development

should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard demands up to a maximum of 1-2 spaces in total for the proposal. Although the 'car-free' option for the residential component technically falls within this spectrum, it is noted that the regional standard recommends 'car-free' development where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station which suggests a potential anomaly/under-estimation in the PTAL calculation (4) indicating a higher 'real-world' rating.

Therefore, in this case, any apparent 'shortfall' in parking is not considered potentially problematic and it is anticipated that if a refusal reason based on insufficient on-plot parking were to be applied and thereafter appealed, it is highly unlikely to be supported by the Planning Inspectorate given the relatively high PTAL in the first instance and the physical limitations of convenient alternative availability of 'free of charge' parking areas in the vicinity that could otherwise serve as an alternative provision. The Highway Authority therefore advises that no objection is raised to the absence of on-plot parking.

Cycle Parking

In terms of cycle parking there would be a requirement to provide a total of 3 secure and accessible spaces for the 3 units. No detail is presented, however it is recommended that a suitable space saving cycle wall rack located internally within the flat itself is installed thereby allowing choice and flexibility in the type of cycle owned. This aspect should be secured via condition.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Given the 'car-free' status and physical parking constraints on the local highway network, the proposal does not give rise for concern, as it would be anticipated that any traffic imposition can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Servicing Arrangements

Residential- Waste Collection

In the case of waste management, collection distances between a designated bin store and a refuse vehicle should not exceed 10m in order to accord with the council's waste collection standard with carrying distances from each residential unit not exceeding a distance of 30m to the store.

The council's waste collection service may wish to comment further on this point.

Construction Management Plan (CMP)

The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. It will need to be secured by-way of planning condition.

Conclusion

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

Planning Officer comments:

It is noted that a CMP was submitted and reviewed by Highways whom stated 'the submitted CMP is acceptable hence the suggested condition can be avoided'. A compliance condition will be added in the event of an approval.

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

Part 2 Policies:

DMEI 7	Biodiversity Protection and Enhancement
DMH 2	Housing Mix
DME 3	Office Development
DMTC 1	Town Centre Development
DMTC 2	Primary and Secondary Shopping 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 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 D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H10	(2021) Housing size mix
LPP SD6	(2021) Town centres and high streets
LPP SI12	(2021) Flood risk management
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

In addition: Development Plan:

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 West London Waste Plan (2015)
The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2023) 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

NEIGHBOURING RESIDENTIAL AMENITY

Policy D3 of the London Plan (2021) states Part D7) that development proposals should deliver appropriate outlook, privacy and amenity.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The supporting text for this policy states that the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

PRIVACY, LIGHT AND OUTLOOK:

It is noted that there is a cafe to the ground floor unit Number 63 and also a residential unit to the rear of the first floor number 63A. Number 65A High Street is located to the south east of the site. Numbers 57-59 and 61 are directly adjacent to the north, separated by a road.

The proposed development includes no change to the bulk, size, design or location of the existing building and therefore there proposal is unlikely to result in in any additional loss of light or loss of outlook to neighbouring dwellings, nor is likely to have any additional overbearing impact.

The new flats would provide similar views to the existing as such there would be no significant increase in overlooking.

Concerns were raised given the entry to the three additional units would be via the existing entrance, which serves Number 63A and No.65A also has windows facing the access. It is noted that the access is communal and has been historically used by both the Bank at ground floor (serving access to their staff areas/office and storage) and the residential occupants.

The windows along the communal accessway serve the bathroom, kitchen and a secondary lounge window to Number 63A. Given the size of the bathroom and kitchen, these are not considered habitable rooms. In addition, the lounge is served by two other primary side windows facing Midhurst which are unobscured. Officers also note that the additional comings and goings to the new units would be limited and would not cause significant harm to both these neighbouring properties to warrant a refusal.

NOISE, ACTIVITY AND DISTURBANCE:

The development site is located within a dense commercial and residential area. The additional homes would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours.

Further to this, concerns were raised regarding the noise and disturbance from the proposed studio flat which would be sited next to the bedroom of No.63A. It is noted that soundproofing would be subject to building control regulations.

Therefore, given the existing site situation and building regs, the introduction of 3 flats (replacing the existing storage/offices) within the walls of an existing building, in a busy town centre location is not considered to lead to any significant increases in noise or disturbance.

7.2 Impact on Street Scene

CHARACTER AND APPEARANCE

Policy D3 of the London Plan (2021) states that: Development proposals should: D1) 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 BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

The application site is located within Ruislip Village Conservation Area and is locally listed.

The proposal includes no alterations to the front elevation of the building and therefore it would cause no harm to the character and appearance of the area.

Residential uses at first floor are common within the area and the existing site and therefore the proposal would be in keeping with the areas character. The flat would be accessed via existing accesses.

Overall the proposal is considered to preserve the character and appearance of the area and to cause no visual harm to the street scene.

7.3 Traffic Impact/Pedestrian Safety

PARKING AND HIGHWAY SAFETY

The application site is a commercially dominant building incorporating a bank on the ground floor with associated office/storage on the 1st & 2nd floors. The address forms part of a 1930's district shopping centre on the High Street (designated as 'classified' in the council's highway network hierarchy) in Ruislip. It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exemplified by the plethora of bus service availability and the positioning of the LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours).

It is now proposed to retain the ground floor bank with the conversion of the 1st & 2nd floors to residential units (1x studio, 1x1 & 1x2 bedrooms units) on a 'car-free' basis. It would appear the commercial unit is to retain on-plot parking provision accessed via the adjacent side road - 'Midcroft'.

Parking Provision

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

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard demands up to a maximum of 1-2 spaces in total for the proposal. Although the 'car-free' option for the residential component technically falls within this spectrum, it is noted that the regional standard recommends 'car-free' development where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station which suggests a potential anomaly/under-estimation in the PTAL calculation (4) indicating a higher 'real-world' rating.

Therefore, in this case, any apparent 'shortfall' in parking is not considered potentially problematic and it is anticipated that if a refusal reason based on insufficient on-plot parking were to be applied

and thereafter appealed, it is highly unlikely to be supported by the Planning Inspectorate given the relatively high PTAL in the first instance and the physical limitations of convenient alternative availability of 'free of charge' parking areas in the vicinity that could otherwise serve as an alternative provision. The Highway Authority therefore advises that no objection is raised to the absence of on-plot parking.

Cycle Parking

In terms of cycle parking there would be a requirement to provide a total of 3 secure and accessible spaces for the 3 units. It is recommended that a suitable space saving cycle wall rack located internally within the flat itself is installed thereby allowing choice and flexibility in the type of cycle owned. The plans have been revised to show this detail.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Given the 'car-free' status and physical parking constraints on the local highway network, the proposal does not give rise for concern, as it would be anticipated that any traffic imposition can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Servicing Arrangements

Residential- Waste Collection

In the case of waste management, collection distances between a designated bin store and a refuse vehicle should not exceed 10m in order to accord with the council's waste collection standard with carrying distances from each residential unit not exceeding a distance of 30m to the store.

The plan has been revised to show this detail.

Construction Management Plan (CMP)

Highways have reviewed the proposed CMP given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm, which would be secured by-way of a compliance planning condition.

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

7.4 Carparking & Layout

See 'Traffic Impact/Pedestrian Safety' section.

7.5 Urban Design, Access and Security Considerations

ACCESS

Policy D5 of the London Plan (2021) sets out that proposals should achieve the highest standards of accessible and inclusive design.

Policy D7 of the London Plan (2021) states - To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, all residential development should include at least 10 per cent of dwellings (which are created via

works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The Council's access officer has reviewed and provides the following comments:

This application has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the the proposed change of use of the upper floors. Conclusion: no objections raised from an accessibility perspective.

LIVING CONDITIONS

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

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.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:

- One storey one bed two person person unit should provide a minimum of 50 square metres GIA 1.5 square metres of storage;
- One storey one bed two person person unit should provide a minimum of 50 square metres GIA 1.5 square metres of storage;
- One storey two bed three person person unit should provide a minimum of 61 square metres GIA 2 square metres of storage;

The application site provides 1 x studio for one person providing 40sqm with built in storage. The 1 x 1 bed for two persons provides 51sqm and storage. The 1 x 2 bed for three persons provides 71sqm and storage.

Regards adequate daylight provision and outlook, all primary/habitable rooms would be served by front, rear or side facing aspects. The side facing windows which serve habitable rooms are unobscured glazing as existing.

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that applications for residential development should provide adequate levels of private, well designed and located amenity space. The policy advises that 1-bedroom and 2-bedroom flats should be provided with 20sqm and 25sqm of private amenity space respectively.

There is no external amenity space provided. The absence of any external amenity space, would however be offset by the sustainable site location and proximity to local services and amenities including recreational facilities. Furthermore it should be noted that the majority of the units along this parade benefit from residential accommodation above which do not have access to private amenity space therefore a refusal on this basis would be difficult to defend at appeal.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

Paragraph 119 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 120 of the NPPF (2023) states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs in addition to promoting and supporting the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Policy GG2 of the London Plan (2021) states to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must: enable the development of brownfield land, prioritise sites which are well-connected by existing or planned public transport and proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well connected to jobs, services, infrastructure and amenities.

Policy SD6 of the London Plan (2021) states - C) The potential for new housing within and on the edges of town centres should be realised through mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.

Policy SD7 of the London Plan (2021) states - Development plans should 6) identify sites suitable for higher density mixed-use residential intensification capitalising on the availability of services within walking and cycling distance and current and future public transport provision including, for example: d) delivering residential above existing commercial, social infrastructure and transport infrastructure uses or re-providing these uses as part of a mixed-use development.

Policy DME 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states - D) Proposals involving the loss of office floorspace within designated town centres should be supported by evidence of continuous vacancy and marketing over a 12 month period.

Policy DMTC 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states -A) The Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre.

The site is within a designated town centre, and secondary shopping area. The building was used as a Bank with the upper floors being associated office/storage space. It is noted that recently the building gained planning permission for a for a change of use to open Class E for completeness (ref: 3317/APP/2024/1945). The ground floor of the building is currently 'Gails' cafe (Class E).

It is also a sustainable location with a public transport accessibility level (PTAL) of 4. Whilst there is no objection in principle to the proposed residential development, the ground floor must remain in Use Class E to comply with strategic policies that seek to protect the function of main town centres, secured by condition. The submitted drawings demonstrate that this will be the case. Accordingly, the principle of residential development is acceptable, subject to compliance with wider planning policies.

The ground floor unit would be retained and the loss of the storage/office space in the upper floors

is not considered to impact on the vitality and viability of the town centre.

HOUSING MIX

The proposed homes are 1 No. x 1B1P, 1 No. x 1B2P and 1 No. x 2B3P. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3 bed family home, given the town centre location, it is on-balance acceptable. Therefore, it is 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).

CIL

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre. The proposal would result in the creation of three residential units and is considered to be CIL liable.

BIODIVERSITY NET GAIN:

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.

In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

There are exemptions and the BNG planning condition does not apply to planning permission for development that is below a de minimis threshold, i.e.:

- does not impact an onsite priority habitat; and
- the development impacts less than 25sqm of onsite habitat that has biodiversity value greater than zero; and
- the development impacts less than 5m in length of onsite linear habitat

One exemption is Development below a de minimis threshold. This exemption applies to development that does not impact a priority habitat and impacts less than 25 square metres (e.g. 5m x 5m) of non-priority onsite habitat (such as modified grassland) or 5m for non-priority onsite linear habitats (such as native hedgerows).

The development being a change of use would be occurring within an existing building and no trees or hedgerows would be affected. Therefore the development would not exceed the de minimis threshold and is considered to be BNG exempt.

8. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

London Plan (2021)

National Planning Policy Framework (2023)

Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021)

Contact Officer:

Emilie Bateman

Telephone No:

01895 250230