

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 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. ADVERTISEMENT 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 Heads of Terms have already received Committee approval ☐
25. WORKS TO TREES ☐
26. OTHER (please specify) ☐

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address 52 STATION ROAD WEST DRAYTON

Development: Alterations and extension of the existing roof slope to provide 5 student flats (Use Class C3)

LBH Ref Nos: **44606/APP/2019/961**

Drawing Nos: Heritage Appraisal
 Planning, Design and Access Statement
 DP 101
 DP 200
 DP 201
 DP 202
 DP 210
 DP 211
 DP 212
 DP 301 Rev. J
 DP 302 Rev. K
 DP 303 Rev. F
 BR 320 Rev. C
 DP 321 Rev. J
 DP 322 Rev. G
 DP 100
 Covering Letter (Ref: 2308_18410_JNW)
 DP 310

Date Plans received : 20/03/2019

Date(s) of Amendment(s):

Date Application Valid: 20/03/2019

1. SUMMARY

The application is for full planning permission for an extension to the roof slope to provide 5 self contained units of student accommodation (Use Class C3).

The site is located within the Yiewsley/West Drayton primary shopping frontage as designated on the Proposals Map of the Hillingdon Unitary Development Plan Saved Policies with the West Drayton Green Conservation Area located 250 metres to the south of the site and West Drayton railway station located 250 metres to the north of the site.

The proposed residential component of the development is not supported having regard to the substandard quality of the accommodation for the future occupiers, in particular with regard to size of units and amenity. For the reasons outlined in the report, it is recommended that planning permission is refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Design

The roof alteration/extensions, by reason of the size, scale, bulk, design and use of materials of the rear dormer windows would fail to harmonise with the architectural composition of the original locally listed building and would be detrimental to the

character, appearance and visual amenities of the street scene and the surrounding area. Therefore the proposal would be contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE8, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policies 7.4 and 7.16 of the London Plan (2016) and the NPPF.

2 NON2 Use Class

The proposal would provide indoor living areas of an unsatisfactory size and quality for the future occupiers of the units, with a poor outlook and insufficient headroom 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 3.5 and Table 3.3 of the London Plan (2016), the Housing Standards Minor Alterations to The London Plan (March 2016), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

3 R4 Car Parking Refusal

In the absence of a satisfactory S106 agreement to secure a car free development, the proposal has not demonstrated that sufficient off street parking arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE 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 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.9	(2016) Cycling
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is located on the western side of Station Road at its junction with Swan Road. The site is L-shaped and has a frontage to Station Road of approximately 60 metres with a 15 metres deep return frontage to Swan Road.

A locally listed building is located at the front of the site comprising a 1930s dark brick two storey building with brick mullioned casement windows, of which some are no longer original, and sweeping tiled roof. To the rear of the site is a large detached building used for BT purposes as well as a shared car parking area.

The primary retail area of the town centre is mostly to the north of the site along Station Road whilst the secondary retail frontage is located opposite the site to the east of Station Road.

The area immediately surrounding the site is mixed in character comprising commercial premises to the north, east and north-east in Station Road and residential properties to the rear to the west and to the south east.

The site has a Public Transport Accessibility Level (PTAL) score of 3 on a scale of 1 to 6, where 6 represents the highest level of accessibility.

3.2 Proposed Scheme

The proposal seeks to provide 5 self contained studio flats within the existing roofslope. The proposal also includes the alterations to the rear roofslope on the western elevation including the insertions five roof lights and two large dormers to accommodate staircases.

3.3 Relevant Planning History

44606/APP/2000/2063 52 Station Road West Drayton

FORMATION OF ACCESS AND INSTALLATION OF SIX CAR PARKING COURTYARD AREA AND ERECTION OF 1.8 METRE HIGH IRON RAILINGS (INVOLVING DEMOLITION OF PART GROUND FLOOR OF BUILDING)

Decision: 29-01-2001 Approved

44606/APP/2002/285 52 Station Road West Drayton

ERECTION OF FIRST AND SECOND FLOOR REAR EXTENSION AND CHANGE OF USE FROM RETAIL (CLASS A1) TO A 47-BEDROOM HOTEL (CLASS C1)

Decision: 24-04-2002 Refused

44606/APP/2003/2493 52 Station Road West Drayton

ERECTION OF A FIRST FLOOR AND SECOND FLOOR EXTENSION TO ROOF

Decision: 06-07-2004 Approved

44606/APP/2014/3463 Maksons House 52 Station Road West Drayton

Conversion of existing retail and warehouse building to provide student accommodation comprising 29 student rooms, plus communal living/dining room and kitchen/laundry.

Decision: 15-12-2014 WD

44606/APP/2014/943 Maksons House 52 Station Road West Drayton

Conversion and refurbishment of existing building to create a mixed-use development comprising 10 x retail units (Use Class A1) at ground floor level, and 8 x residential units at first and second floor level, together with associated car parking and amenity space.

Decision: 19-05-2014 WD

44606/APP/2015/2367 Maksons House 52 Station Road West Drayton

Conversion and extension of existing 2-storey retail unit and offices to create student accommodation comprising 2 cluster flats containing 29 self-contained rooms with en-suites and kitchenettes, plus communal living/dining, kitchen and laundry areas, external amenity space, cycle parking and car parking.

Decision: 13-01-2016 Approved

44606/APP/2018/373 52 Station Road West Drayton

Erection of a rear extension at first floor level to provide 5 units of student accommodation (Use Class Sui Generis)

Decision: 02-05-2018 Refused

Comment on Planning History

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

This application was consulted on between 04-04-2019 and 04-05-2019. Two objections were received which are summarised below:

- This application is a misrepresentation as it operates as a hotel under the guise of student accommodation so tax does not apply.
- The tour coach picks up and drop off at the bus stop outside the charity shop, it appears on hotel search on the internet. This application should be refused and/or the tax free student accommodation status should be removed from the property.
- Concerns raised about the level of noise, from building work and also from the occupants themselves, playing loud music.
- Concerns raised relating to privacy and overlooking.

Officer comment: officers aren't able to comment on the tax merits of the scheme. The lawful use of the existing building is as student accommodation. The enforcement team have been notified of the alleged breach.

Matters relating to noise and amenity has been addressed within the main body of the report.

TfL

No comments.

INTERNAL CONSULTEE COMMENTS

Conservation Officer

Significance

The Old Post Office is a Locally Listed building dating from the 1930s, extended in the 1960s. Its main architectural interest lies in its impressive massing, consisting of a long single range of eleven bays, broken only by a short cross-range toward the south end, and in its vernacular style, expressed in its enormous cat-slide roof running its full length. This roof has nine hipped -roof dormers to the east or front elevation, and six hipped-roof dormers and a long flat-roofed dormer to the rear or west elevation, with gables on the short north and south elevations and cross-range.

It is also an important landmark in West Drayton, on the corner of Station Road and Swann Road where buildings are predominantly flat-roofed and non-descript. It has historic interest as a former post office and sorting office, with an early telephone exchange attached to the west.

Proposal and Impact

There need be no objection in principle to the conversion of the upper roof space to accommodation, although, before the matter could be decided, the Council would need

drawings and sections showing the existing roof space and roof structure with any trusses. The proposed introduction of five small roof lights in the west roof slope, positioned very near the apex of the roof, could also be feasible.

However, the conversion of the roof space to 2nd floor accommodation entails radical alterations to the rear or west roof slope. Two very large projections from the rear roof slope for staircases would be added. They would be part of the existing plan at ground level, but project at roof level, rising the height of the first and second floors. They cannot be considered a traditional dormer feature, as the heritage statement says. They are alien by virtue of their form, unknown in vernacular architecture, their assertive modern materials, with metal cladding on their cheeks and a large expanse of plate glass on their west sides, their scale, rising some four times the height of the existing dormer windows, and their giant size.

They have no place in vernacular architecture and would be harmful to the significance of the locally listed building. They would make a radical alteration to the cat slide roof which is a key feature of its special architectural interest.

The removal of the existing flat-roofed dormer at the south end of rear roof slope would also be harmful

Information provided

The heritage statement relies too much on views, appreciation, and aesthetics, in its assessment of the building, whereas the criterion is architectural interest or significance. A building is a three dimensional whole, not a facade, and here the two main elevations are both of importance. Paragraph 2.11 stresses the limited views from the public realm, but they are not part of architectural interest, and are specifically excluded by PPG paragraph 13. "The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance".

The building is disparaged in paragraph 2.10 for its great length, repetitive bays, and large expanses of roof. These however are key aspects of its significance, and the local list description singles out its "long range" and "sweeping tiled roof".

It is not clear why the same has not been done for staircase 2, obviating the need for two new staircases. The nature of the small additions to the front roof slope is uncertain. The existing first floor plan shows the west dormers with greater projection than shown on the proposed first floor plan, and it is not evident whether this is a mistake in the drawing or a proposed alteration.

Future

It may be possible to provide access by alternative means, such as central lifts and a revised floor plan, or lifts in turrets which would be consistent with the architectural style of the building. It is recommended that pre-application advice is sought.

Recommendation: Refuse for harm to the special architectural interest of the locally listed building.

Conservation Officer Comments following a review of the existing and proposed sections

The existing and proposed cross section for 52 Station Road have been reviewed. While this provides more information on the nature of the conversion of the attic storey it does not alter our initial conclusion that the application should be refused on the basis of harm

to the special architectural interest of the locally listed building. The comments particularly focused on the negative impact of the two large projections for staircases to the rear of the building and this drawing does not propose any alteration in this area and the objection still remains.

Access Officer

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Trees and Landscaping

This site is occupied by an former office building which received planning approval (ref. 2015/2367) to be converted to provide student accommodation, situated on the west side of Station Road / junction with Swan Road. There is access to a car park at the rear and a small communal garden space at the southern end of the site.

COMMENT: No trees or landscape features will be affected by the proposal. The current proposal is to extend the existing 2 -storey student accommodation by providing an additional storey within the existing roof void. There will be no impact on the landscape and no additional opportunities to provide landscape enhancement.

RECOMMENDATION: No objection subject to the previous landscape conditions relating to the enhancement and management of the existing garden space.

6. **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.HE1 (2012) Heritage
- PT1.E5 (2012) Town and Local Centres

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE8 Planning applications for alteration or extension of listed buildings
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.

BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.9	(2016) Cycling
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

In addition:

7. MAIN PLANNING ISSUES

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

Policies BE20, BE21, BE22 and BE24 seek to ensure that the design of extensions does not have unacceptable impacts on the living conditions of neighbouring properties as regards daylight, sunlight, dominance and privacy. The policies are supported by the Hillingdon Design and Accessibility Statement: Residential Extensions.

Policy OE1 states that planning permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The property backs onto a commercial building (Telephone Exchange) which is higher than the application site and separates the application site from the nearest residential units at Denton Court. It is therefore considered that the proposed extension would not harm the amenities of existing neighbouring occupiers.

The proposed layout would increase the number of units by 5. The proposal is unlikely to harm the amenities of neighbouring residents by way of noise and disturbance.

7.2 Impact on Street Scene

Paragraph 197 of the NPPF (2019) notes the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an application. The NPPF required local authorities to make a balanced judgement in weighing applications directly or indirectly affect non designated heritage assets. London Plan Policy 7.1 sets out a series of overarching design principles for development in

London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. Policy 7.8 of the London Plan (2016)

Policy HE1 of the Hillingdon Local Plan: Part One (November 2012) seeks to conserve and enhance Hillingdon's varied environment, its settings and the wider historic landscape which includes locally listed buildings.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fails to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

Policy BE15 of the Hillingdon Local Plan: Part Two (November 2012) notes proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

The property, the Old Post Office, is a Locally Listed building dating from the 1930s. Its main architectural interest lies in its impressive massing, consisting of a long single range of eleven bays, broken only by a short cross-range toward the south end, and its vernacular style is expressed in its enormous cat-slide roof running full length. The roof has nine hipped - roof dormers to the east or front elevation, and six hipped-roof dormers and a long flat-roofed dormer to the rear or west elevation, with gables on the short north and south elevations and cross-range.

It is also an important landmark in West Drayton, on the corner of Station Road and Swann Road where buildings are predominantly flat-roofed and non-descript. It has historic interest as a former post office and sorting office, with an early telephone exchange attached to the west.

The Conservation Officer has considered the impact of the proposal on the significance of the non-designated heritage asset. The Conservation Officer objects to the application noting the conversion of roof space to provide second floor accommodation entails radical alterations to the rear or west roof slope. Two very large projections from the rear roof slope for staircases are proposed to be added. They would project at roof level, rising the height of the first and second floors. The additions are not a traditional dormer feature, as the heritage statement argues. The dormers are alien features by virtue of their form which are unknown in vernacular architecture and their assertive modern materials, with metal cladding on their cheeks and a large expanse of plate glass on their west sides, their scale, rising some four times the height of the existing dormer windows, and their giant size.

The Conservation Officer objects to these insertions noting they would be harmful to the significance of the locally listed building because the proposal would result in a radical alteration to the cat slide roof which is a key feature of its special architectural interest.

The Conservation Officer also considers the removal of the existing flat-roofed dormer at the south end of rear roof slope to be harmful. The Conservation Officer notes that the heritage statement relies too much on views, appreciation and aesthetics in its assessment of the building whereas the criterion is architectural interest or significance.

Paragraph 2.11 of the supporting heritage statement stresses the limited views from the public realm, noting they are not part of architectural interest, and are specifically excluded by PPG. Paragraph 13 which notes "the contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an

ability to access or experience that setting. This will vary over time and according to circumstance". The building is disparaged in paragraph 2.10 for its great length, repetitive bays, and large expanses of roof. These however are key aspects of its significance, and the local list description singles out its "long range" and "sweeping tiled roof".

The proposed insertions and alterations would be harmful to the significance of the locally listed building because the proposal would result in a radical alteration to the cat slide roof which is a key feature the building's special architectural interest. Great weight has been given to the effect of the proposal on the non designated heritage asset and the roof alteration/extensions, by reason of the size, scale, bulk, design and use of materials of the rear dormer windows would fail to harmonise with the architectural composition of the original locally listed building and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. Therefore the proposal would be contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE8, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policies 7.4 and 7.16 of the London Plan (2016) and the NPPF.

7.3 Traffic Impact/Pedestrian Safety

Policies AM7 of the Hillingdon Local Plan: Part Two (November 2012) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. The proposal for 5 units is unlikely to prejudice the local highway network.

7.4 Carparking & Layout

Policy AM14 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The application site benefits from 7 car parking spaces and rear servicing. At the Swan Road/Station Road junction there is an open hard surfaced area. The applicant's submitted Design and Access Statement notes to date, the car parking spaces are not in demand nor are they used. Whilst this is an existing situation, there is no certainty that the demand for parking from existing and future residents will always be limited and given the distance of this site to Brunel university, there is every possibility that the site would attract students with cars.

This application does not seek to provide any additional car parking spaces on site. If planning permission had been granted, the council would have sought to restrict parking permits for existing and future occupants by virtue of a legal agreement, to prevent an exacerbation of on-street car parking.

7.5 Urban Design, Access and Security Considerations

See section 7.02 of this report.

7.6 Other Issues

Principle of Development

Permission was granted under ref: 44606/APP/2015/2367 (01-03-16) for 'conversion and extension of existing 2-storey retail unit and offices to create student accommodation comprising 2 cluster flats containing 29 self-contained rooms with en-suites and kitchenettes, plus communal living/dining, kitchen and laundry areas, external amenity space, cycle parking and car parking.' The permission has since been implemented and as such the use of the building as student accommodation is established.

Quality of Residential Accommodation

Policy 3.5 of the London Plan (2016) requires the design of all new dwellings to take account of factors relating to 'arrival' at the building and the 'home as a place of retreat'. New homes are expected to provide adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives.

The proposed units are self contained studios comprising of kitchen, living, bedroom and bathroom behind a one door. The size of units proposed are generally between 13 sq.m and 15 sq.m. The units are lit by skylights and are single aspect with limited outlook and no direct access to private amenity space. There is limited accommodation that provides a head height of 2.4m. Even if the accommodation is intended for students, the room layout, particularly parts of the room that have insufficient head heights are substandard and not fit for purpose. The quality of residential accommodation would fall below the standards set out in Policy 3.5 of the London Plan (2016). This application fails to provide fit for purpose accommodation contrary to Policy 3.5 of the London Plan (2016) and it is therefore unacceptable.

Conclusion

Though the principle of development is established, the proposed residential component of the development is not supported having regard to the substandard quality of the accommodation for the future occupiers, in particular with regard to size of units and amenity.

The proposed development due to its form, size and design would result in the loss of the architectural interest of this locally listed building. For the reasons outlined within this report, this application is recommended for refusal.

8. Reference Documents

The Hillingdon Local Plan: Part 1 (November 2012)
Hillingdon Local Plan: Part 2 (November 2012)
London Plan (2016)
National Planning Policy Framework (2019)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230