

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 549 UXBRIDGE ROAD HAYES

Development: Redevelopment of site to provide a part three storey, part two storey building composing of 3 x 1 bed flats and 2 x 2 bed flats with associated parking and amenity space involving the demolition of existing detached dwelling

LBH Ref Nos: **57783/APP/2020/24**

Drawing Nos: P/599/03 Rev. D
 P/599/01 Rev. D
 P/599/04 Rev. D
 P/599/02 Rev. D
 Daylight and Sunlight Assessment Report
 Location Plan (1:1250)
 P/599/06
 Design and Access Statement
 Materials Schedule
 P/599/05 Rev. A

Date Plans received : 14/01/2020 **Date(s) of Amendment(s):** 06/01/2020
Date Application Valid: 14/01/2020 20/02/2020

1. **SUMMARY**

The proposed development is considered acceptable in principle terms as outlined below and given that the conversion of the existing dwelling house into multiple flats would support the Government's objective of increasing the supply of homes. At the national level the NPPF speaks of the need for delivering a sufficient supply of homes which meet identified local needs and widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

The proposal would see the introduction of a new driveway to the side of the building, with parking for the proposed development located to the rear of the building. This arrangement would result in noise and disturbance from manoeuvring of vehicles on the driveway and in the parking area. While the application site lies within a residential area and on a busy road, the proposal would be harmful to the quiet character expected along the side and rear of the plot, and to their enjoyment by occupiers.

The proposed development by reason of its design, scale, massing, siting being very close to both adjoining boundaries and design would be detrimental to the street scene and the surrounding area

Furthermore, the proposal results in habitable rooms with very poor levels of outlook and light.

Overall, the proposed development by reason of its layout in terms of single aspect is considered to harm the residential amenity of the future occupiers in terms of loss of outlook and increased sense of enclosure.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development by reason of its siting, size, scale, bulk, elongated depth and mixture of design styles 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 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5 and 7.4 of the London Plan (2016) and the NPPF.

2 NON2 Non Standard reason for refusal

The proposed development, by reason of the siting of flank habitable room windows, given their proximity to the side boundary and flank walls of adjoining properties, would result in the provision of habitable rooms with very limited levels of natural lighting and outlook that would result in a substandard form of living accommodation and reliance upon artificial means of lighting which would fail to satisfy sustainability and energy efficiency objectives and would be to the detriment of the amenity of future occupiers, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies 3.5 and 5.3 of the London Plan (March 2016) and the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016).

3 NON2 Non Standard reason for refusal

The proposed development, by virtue of the siting of the new driveway to the side of the building and the siting of the proposed parking spaces would result in unacceptable harm to the living conditions of future occupiers, by reason of noise and disturbance from vehicles arriving and departing at all times of the day/night, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy 3.5 of the London Plan (March 2016).

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 Local Plan Part 1 (2012) and Part 2 (2020) 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.

DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 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 (2016). 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. CONSIDERATIONS

3.1 Site and Locality

The application site relates to a detached two storey building located south of Uxbridge Road. The entrance to the site is via an existing driveway that provides access to the front garden laid in hardstanding providing off-street parking spaces.

The immediate surrounding buildings along Uxbridge Road are dwellinghouses and blocks of apartment. The site is within a mixed development property area comprising of large houses, bungalows, commercial uses, and a number of small to medium scale flatted developments which are similar schemes to this proposed development. The buildings of the area are predominantly two to five storey buildings.

The application site is not located within conservation area and there are no listed buildings within the immediate area.

The street scene is residential in character and appearance and the application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part one - Strategic Policies (2012).

3.2 Proposed Scheme

Full application consent is sought for the construction of a part three storey, part two storey building composing of 3 x 1 bed flats and 2 x 2 bed flats with associated parking and amenity space including the demolition of existing detached dwelling. The footprint

area of the proposed building is 114.60 sqm. The proposed building would be taller than the existing dwelling.

The proposed development would comprise 5 self-contained units as follows, Flat-1; (one bedroom flat) 53 sqm, Flat-2; (one bedroom flat) 50 sqm, Flat-3; (one bedroom flat) 61 sqm, Flat-4; (two bedroom flat) 64 sqm and Flat-5; (two bedroom flat) 66 sqm.

Six off-street parking spaces would be provided to serve the five flats, which include the provision of one disabled space and one visitor space. A secure cycle store is to be provided to the rear of the proposed building to accommodate 8 cycles for use by the occupiers of the building. The cycle store will feature secure lockable gates and be accessed via a continuous pathway from the front of proposed building to main communal entrance and to rear.

3.3 Relevant Planning History

57783/APP/2003/445 549 Uxbridge Road Hayes

ERECTION OF A SINGLE STOREY REAR EXTENSION (INVOLVING DEMOLITION OF AN EXISTING REAR EXTENSION)

Decision: 14-04-2003 Refused

57783/APP/2010/2590 549 Uxbridge Road Hayes

Erection of a first floor rear extension (Retrospective application.)

Decision: 19-04-2011 Refused **Appeal:** 01-09-2011 Allowed

57783/PRC/2019/239 549 Uxbridge Road Hayes

Re-development of site to provide a part three storey, part two storey building comprising 2 Nos. 1-bedroom and 3 Nos. 2-bedroom flats (works involve demolition of existing house).

Decision:

Comment on Planning History

57783/APP/2010/2590 : Erection of a first floor rear extension (Retrospective application.)
Appealed allowed

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

13 neighbouring properties were consulted by letter dated 16/01/2020. Site notice was displayed and expired on 17/02/2020. 5 representation were received against the proposal on the following grounds:

1. Impact on residential amenity in terms of overlooking
2. Noise and dust pollution from demolition and building works
3. This is an over-development of the site and surrounding area.
4. The development is out of character

Highway officer:

Proposals comprise the demolition of the existing dwelling and redevelopment of the site

to provide 2 x 1-bed and 3 x 2-bed units with associated parking provision.

Upon reviewing the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has 'poor' access to public transport with a PTAL rating of 2. On this basis, it is considered that an emphasis will be placed on the private car.

When considering the quantum of development against the London Borough of Hillingdon recently adopted car parking standards it is required that 5 on-plot car parking spaces be provided. It is apparent from the submitted drawings that this requisite can be accommodated for whilst providing an overprovision of 1 space. If approval is likely I would request that associated parking be allocated and that this be secured by way of condition.

In terms of access, given the increase in trip rates associated with the site, it is paramount that the existing access be able to accommodate the intensification of use. The submitted drawings show a 4.2 metre wide access which is considered suitable in accommodating simultaneous two-way traffic flows.

To accord with current standards, it is required that this scheme provide 5 secure and covered cycle parking spaces. Cycle storage is located towards the rear of the site which is accepted. Refuse collection appears to take place as per the existing situation on-street. This is also accepted. Mindful of the above, I do not have any objections to this application.

Landscape officer:

This site is occupied by a two-storey detached house on the south side of Uxbridge Road. It is situated within a long line of properties of similar age and character with the exception of the land to the west which has been developed as flats. The site benefits from a long rear garden which backs onto Rosedale Park, to the south. There are no trees or other significant landscape features and no TPO's or Conservation Areas affecting the site.

COMMENT: This submission follows pre-application advice, ref. PRC/2019/239. No trees will be affected by the development. The front 'garden' is dominated by car parking and bin storage and fails to comply with Hillingdon's design guidance requiring a minimum of 25% soft landscape.

RECOMMENDATION: Pre-application landscape advice was that the scheme is unacceptable. The layout fails to provide adequate soft/living landscape in the front garden and therefore fails to comply with saved policy BE38. If you are minded to approve the application, please add conditions RES9 (parts 1, 2, 4 and 5).

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

In addition: None

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 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "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, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. 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."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The applicant proposes the erection of a part 3, part 2 storey building to provide 5 self-contained flats following the demolition of the existing building. The proposed development would sit alongside neighbouring properties at 547 and 551 Uxbridge Road with separation distance on both sides of the boundary. The application site is setback from both side boundaries by 1m and 5.45m to the east and west side respectively.

The application property as it stands on the first floor protrudes beyond the rear elevation of the adjacent properties without intruding on the 45 degree line of sight. The adjacent property has been extended extensively on the ground floor beyond the rear elevation of the application property.

The proposed development would have a first and second floor protruding beyond the rear elevations of the adjoining neighbours with openings within the flank elevations. The applicant has submitted Daylight and Sunlight Assessment Report indicating that the proposed development would not be detrimental to the amenity of the adjoining properties in terms of loss of light. In addition, the proposed development would not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent properties and would not contain windows or other openings that overlook other houses at a distance of less than 21 metres. In this case, the shadowing diagrams demonstrate that natural daylight and sunlight impacts upon surrounding properties would not be severely affected as a result of the proposed development.

Whilst there are numbers of windows along the flank elevation facing adjoining properties, the plans submitted indicates that, these windows would be obscure glazed and non-opening. Notwithstanding the proposed side elevation windows that are non obscure glaze, the development as a whole, is not considered to unacceptably harm the residential amenity of the neighbouring properties in terms of loss of privacy or overlooking, as the remaining non-obscure windows can be condition to be obscure glaze to satisfy officers and other potentially interested parties that any such impacts would not be significantly harmful. However, such a condition would impact on the quality of the accommodation provided, which is covered in other sections of the report.

Furthermore, the proposal has been design in such a way that, the massing and bulk of the proposed building would not result into a sense of enclosure and a sense of overbearing. The proposed development would not be as wide as the existing building and would maintain a degree of separation distance along the boundary reducing any potential harm in terms of overbearing or sense of enclosure.

7.2 Impact on Street Scene

Policies 7.4 and 7.6 of the London Plan (March 2016) requires that new development is of the highest architectural quality; is a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm; and comprises details and materials that complement the local architectural character.

Policy BE 1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) 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.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) 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.

The local area is characterised by large detached houses, interspersed with some bungalows separated by notable breaks between the buildings. However, some of the properties in the vicinity have been extended by way of rear extension and some converted to HMO and block of apartments over the years. The application site is within a mixed development property area comprising large houses, bungalows, commercial uses, and a number of small to medium scale flatted developments. The local area does not have a uniform architectural design.

The original building on this site is a large detached two storey dwelling house. The structure is of rendered masonry construction with a pitched plain tile roof. The existing house is surrounded by a large drive to the front and a large garden to the rear with a number of sheds and greenhouse structures within the rear garden. The site also benefits from an existing vehicle access onto Uxbridge Road.

The applicant has proposed to demolish the existing building and erect a part three, part two storey building comprising five self-contained residential units. The scheme would consist of new three storey structure to the front and two storey to the rear with pitch roof design. The front windows will be fitted with Juliette balcony with railings along the front elevation to match surrounding existing buildings. The proposed building would have a

roof tiles, rendered on the ground floor and bricks with panels between the windows. The front forecourt area allows for separate pedestrian pathway and vehicle access to site, car parking and bin store area. Paving slabs are to be used from the front entrance to rear amenities areas as a continuous pathway. The proposed building would have an eaves height as original building and the ridge height slightly higher than the adjacent properties.

Whilst the proposed replacement building seeks to compliment the design and appearance of surrounding buildings by taking clues from similar developments in the immediate vicinity, it fails to integrate with the adjoining building either side or with the newer development further along. It is sited very close to the boundary on one side, thus eroding the sense of space provided by the existing, its eaves level are set above those of adjoining properties and its overall depth and elongated shape means that it needs to provide different roof designs resulting in a gable front, and part hip, part crown roof to the rear, with window designs and placement having no sense of rhythm. The overall impression is that the proposal has been designed to allow the provision of the number of units proposed, rather than designed to fit the site and surrounding area. Thus, the proposed development by reason of its siting, size, scale, bulk, elongated depth and mixture of design styles 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 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policies 3.5 and 7.4 of the London Plan (2016) and the NPPF.

7.3 Traffic Impact/Pedestrian Safety

See below.

7.4 Carparking & Layout

Policy DMT 2 states that all development proposals must ensure that: i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

Policy DMT 6 states that all development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. (1 - 2 bedrooms - 1.5 - 1 spaces per unit)

Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s). (b) 2 per 3 or more bed unit.

The application site has an existing vehicular access linking the site to the highway (A4020). The proposed development would retain the existing access and no alteration would be caused to the existing vehicular access to the site. As such, no deleterious impact on highway or pedestrian safety and movement is likely to occur as a result of the development.

Upon reviewing the PTAL rating for the proposed development using the Transport for London WebCAT service, it is indicated that the site has 'poor' access to public transport with a PTAL rating of 2. On this basis, it is considered that an emphasis will be placed on the private car. When considering the quantum of development against the London Borough of Hillingdon's recently adopted car parking standards it is required that 5 on-plot car parking spaces be provided.

In terms of the parking spaces, the submitted plans indicate the provision of six off-street parking spaces. 5 parking spaces would be located towards the rear of the property with a

paved pedestrian footpath and one disabled parking space to the front behind the soft landscaping. The applicant has proposed a 4.2m wide access road leading to the car parking area and the other paved path for the pedestrian footpath. In addition, a soft landscape and 1.2m high metal railing has been proposed to form the boundary treatment along the front garden facing the highway.

The proposed parking arrangements were considered acceptable and would meet objectives of inclusion and accessibility. The car parking areas are considered to have bays of appropriate dimensions and with sufficient manoeuvring space; safe and secure; and landscaped to a high standard covering up to 25% of the front garden area.

In terms of access, given the increase in trip rates associated with the site, it is paramount that the existing access be able to accommodate the intensification of use. The submitted drawings show a 4.2 metre wide access which is considered suitable in accommodating simultaneous two-way traffic flows.

In terms of refuse and recycling, the applicant has proposed six cycle bins within the front garden that would be bordered by soft landscaping providing screening along the front boundary treatment. This is considered acceptable.

7.5 Urban Design, Access and Security Considerations

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has adopted the new national technical standards through a minor alteration to The London Plan.

Policy DMHB 16 states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should: i) meet or exceed the most up to date internal space standards. Below are the required minimum floorspace standards;

1 bed / 2 person = 50 m²
1 bed / 2 person / 2 storey = 58 m²
2 bed / 3 person = 61 sqm

The submitted plans show that the proposed development would meet the above minimum floorspace standards as outlined below. The proposed flats would be the following internal floor space area;

Flat 1 for 1 bed/ 2 person = 53 sqm
Flat 2 for 1 bed/ 2 person = 50 sqm
Flat 3 for 1 bed/ 2 person / 2 storey = 61 sqm
Flat 4 for 2 bed/ 3 person = 64 sqm
Flat 5 for 2 bed/ 3 person = 66 sqm

Whilst the proposed development would meet the size requirement, due to its elongated shape, it would result in habitable rooms (living/dining/kitchens) which have their only windows facing either the boundary fence/wall or the two storey flank wall of the adjoining property, resulting in habitable rooms with very limited levels of natural lighting and outlook that would result in a substandard form of living accommodation and reliance upon artificial means of lighting which would fail to satisfy sustainability and energy efficiency objectives and would be to the detriment of the amenity of future occupiers, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development

Management Policies (2020) and Policies 3.5 and 5.3 of the London Plan (March 2016) and the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016).

Furthermore, it would introduce a driveway to the side of the building, with parking for the proposed development located to the rear of the building. This arrangement would result in noise and disturbance from manoeuvring of vehicles on the driveway and in the parking area. While the application site lies within a residential area and on a busy road, the proposal would be harmful to the quiet character expected along the side and rear of the plot, and to their enjoyment by occupiers, during all times of the day and night when being used by drivers to access the car park behind the building. Thus, the proposed development, by virtue of the siting of the new driveway to the side of the building and the siting of the proposed parking spaces would result in unacceptable harm to the living conditions of future occupiers, by reason of noise and disturbance from vehicles arriving and departing at all times of the day/night, contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy 3.5 of the London Plan (March 2016).

Policy DMHB 18 states that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3. In this case, 20 sqm and 25 would be required for 1 bed and 2 bed respectively. The proposed external amenity space provided as shown on the submitted plans is considered sufficient and would accord the above policy

7.6 Other Issues

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where: i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats; ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes; iii) the internal floor area of the original building to be converted is at least 120 sqm; and iv) units are limited to one unit per floor for residential conversions.

Taking the above policy into account, the proposal is considered acceptable as it would not result in more than 10% of properties being redeveloped into flats when taken the application site as the midpoint of a 1km length.

The site is located within an established built-up area where the principle of development is considered to be acceptable, subject to all relevant planning policy considerations being satisfied.

It is also noted that the proposal will require a CIL contribution. The Hillingdon Council have set the CIL level for this type of development at £95 per square metre. The Mayor CIL requirement for this type of development will be £60 per square metre. The Net additional gross internal area is shown to be 76.09 sq.m. Presently calculated the amounts would be as follows;

LBH CIL £10,175.02

London Mayoral CIL £4,789.43

Total CIL £14,964.45

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 (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Batatunde Aregbesola

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