

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 157 HIGH STREET HARLINGTON

Development: Conversion of roof space to habitable use to include a side dormer and a rear dormer and change of use from House in Multiple Occupation (Use Class C4) to a 2-bedroom, 3-person flat on the first floor and medical and health services (Use Class E) on the ground floor

LBH Ref Nos: **60489/APP/2020/4224**

Drawing Nos: KKC/157/2020/A
 KKC/157/2020/C
 Design and Access Statement

Date Plans received : 27/01/2021

Date(s) of Amendment(s):

Date Application Valid: 27/01/2021

1. SUMMARY

The proposal is for the proposed change of use from Class C4 (HMO) to Use Class C3 (Dwellinghouses) following loft space conversion, to form a 2-bedroom 3-person flat on first floor and Change of Use from Use Class C4 (HMO) to Class E provision of medical and health services (e) on the ground floor.

The development would involve the loss of a C4 HMO and propose a two bedroom flat leading to an unacceptable loss of a single family dwelling for which there is an established need in the Borough. The development would therefore be contrary to Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

The proposal by reason of the alteration to the front elevation and creation of a new shop front would result in the loss of the original appearance of the building and design intent of the semi-detached pair and would be considered harmful to the character and appearance of the street scene and conservation area. The large expanse of hardstanding would not be considered appropriate from a conservation perspective. The inclusion of a side dormer and design of the rear dormer would fail to respect the original design and form of the existing building.

The Highway Authority would not support a second vehicle access for the development off the High Street for 2 front forecourt car parking spaces. Furthermore, given the application seeks a second vehicle access, the Council's dropped kerb guidance states that only one crossover will be permitted per property and requests for additional crossovers will be rejected on the basis that reasonable access already exists.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The development would involve the loss of a residential property leading to an unacceptable loss of a single family dwelling for which there is an established need in the Borough. The development would therefore be contrary to Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

2 NON2 Non Standard reason for refusal

The proposal by reason of the alteration to the front elevation and creation of a new frontage, the total hardstanding of the front garden area and the loss of the front boundary treatment would fail to harmonise with the architectural composition of the original building, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the surrounding Harlington Village Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy HC1 of the London Plan (2021) and the National Planning Policy Framework (2019).

3 NON2 Non Standard reason for refusal

The proposed side and rear dormers, by reason of their siting, size, scale, bulk, and design would fail to harmonise with the architectural composition of the original building, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the surrounding Harefield Village Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy HC1 of the London Plan (2021) and the National Planning Policy Framework (2019).

4 NON2 Non Standard reason for refusal

The proposed vehicular access, by reason of vehicles reversing on to Harlington High Street, the increase in the number of potential conflict points along the road and its location close to a junction, would result in the disruption of the free flow of traffic to the detriment of highway and pedestrian safety contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020).

5 NON2 Non Standard reason for refusal

The proposal has not demonstrated that sufficient off street parking/manoeuvring arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking to the detriment of public and highway safety and contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and to Hillingdon's Adopted Parking Standards as set out in Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

INFORMATIVES

1 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. CONSIDERATIONS

3.1 Site and Locality

The application site relates to a two-storey, semi-detached HMO comprising 4 rooms located on the eastern side of High Street Harlington. The building appears to date from

the mid-20th century. It has a pleasant appearance with a curved bay window to the front at ground floor. A canopy features over the entrance door. The existing windows are modern replacements. The property appears to have benefited from a single storey rear extension.

The adjoining property, No.159 has a ground floor dental practice. The street scene is predominately residential in character and appearance.

The application site is designated within Harlington Village Conservation Area (CA). The site does not contain any Listed Buildings. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land. The site does not lie within a Flood Zone.

3.2 Proposed Scheme

The proposal is for the conversion of roof space to habitable use to include a side dormer and a rear dormer and change of use from House in Multiple Occupation (Use Class C4) to a 2-bedroom, 3-person flat on the first floor and medical and health services (Use Class E) on the ground floor

3.3 Relevant Planning History

60489/APP/2005/985 157 High Street Harlington

ERECTION OF SINGLE STOREY REAR EXTENSION (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT)

Decision: 20-05-2005 GPD

Comment on Planning History

See list above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- 3rd March 2021

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

17 neighbours and Harlington Village Residents Association were consulted on 29.01.2021. One letter of objection was received, summarised below:

- i. Concerns regarding any accidental damage to 1 Brickfield Lane by reason of heavy vehicle traffic;
- ii. How will the applicant avoid accidental drainage damage;
- iii. Increase in on-street parking.

Heathrow Villages Conservation Area Advisory Panel.

We have severe concerns about these proposals as some essential matters appear not to have been considered. Our first point concerns the viability of an optician's business in a small community like Harlington when there are at least three established opticians in Hayes, only a short bus ride away. Were permission to be granted and no conditions applied, if no optician found the business viable we wonder what use would then be proposed for the property as many alternatives would not normally require planning permission. Our second major concern is the lack of provision for car parking. The three spaces shown to the rear would presumably be for the residents of the flat above, and

perhaps for some of the staff running the business. There is no provision for clients to park, and in the nearby streets only residents' parking is permitted. If it is subsequently proposed to remove the mature hedge around the front garden to allow parking there, it would have a significant and negative impact on the street scene in this part of the Conservation Area where greenery is limited. A road safety issue with using the front garden for parking would be the construction of yet another dropped kerb between those serving the doctor's and dentist's premises, in a position where cars would have to reverse out into what is quite a busy road opposite a road junction and a near a pedestrian crossing. Finally, we do not like the proposed dormer on the side elevation and wonder if the first floor plan accurately shows the position of the proposed staircase to the attic room; but we consider these minor concerns compared with those stated above. For all these reasons we hope that permission for these changes will not be granted.

OFFICER COMMENT: The above issues are addressed in the main section of the report.

INTERNAL CONSULTEES

Highway Officer:

The proposal involves the change of use from the existing use Class C4 (HMO) to Use Class C3 (Dwelling house) to form a 2-bed 3-person flat on first floor, and Change of Use from Use Class C4 (HMO) to Class E provision of medical and health services (e) on the ground floor. The site has rear car parking for potentially 3 tandem arranged car parking spaces accessed off Brickfield Lane, under the proposal a new vehicle access/dropped kerb is also sought off the High Street for 2 front forecourt car parking spaces.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. The site has a PTAL rating of 2 (poor).

The relevant parking standard for medical and health services is at least two spaces per consulting room to be provided, there are 2 consulting rooms proposed and therefore 4 on-site car parking spaces are required.

The existing tandem car parking of 3 spaces is not acceptable for any other use other than for occupiers of the same dwelling (flat), not suitable for separate dwellings or Class E use for obvious reasons. Therefore, the parking for the class E use is proposed at the front forecourt accessed off High Street.

High Street is a classified primary road, A437, part of the strategic road network (SRN), the HA seeks to enhance traffic flow and safety on A Roads by restricting parking, turning movements and development vehicle access. Also, where an application for a vehicle access on such routes is being sought, the access and car parking layout should be to current highway standards which for highway safety reasons there is a requirement that vehicles must be able to enter and exit the development in forward gear.

The site has an existing vehicle access/dropped kerb off Brickfield Lane a lower class of road, therefore a second vehicle access off a higher class of road would not be supported.

Furthermore, given the application seeks a second vehicle access, the Council's dropped kerb guidance states that only one crossover will be permitted per property and requests for additional crossovers will be rejected on the basis that reasonable access already exists:- <https://www.hillingdon.gov.uk/building-dropped-kerb>

Whilst the site has a poor PTAL rating of 2, it is within a resident Parking Management Scheme H1 with no nearby pay and display parking bays which would restrict car based

trips for the class E use, and so likely to attract local resident visitors on foot given the predominantly residential area, therefore there is no objection to the class E use on site.

As mentioned above, the on-site car parking provision at the rear of the site is only suitable for one of the two flats, the applicant will be required to nominate the flat with the parking spaces at the rear, however the other flat would have to be a car free development. Given the site lies within a resident Parking Management Scheme H1, a car free flat would be acceptable subject to an s106 legal agreement prohibiting residents of the car free flat (applicant to identify) from requesting parking permits.

RECOMMENDATION:

Therefore, the HA would not support a second vehicle access for the development for the above reasons, the tandem car parking arrangement would only be acceptable for one of the two flats (applicant to nominate), and the conversion to two flats is acceptable subject to an s106 legal agreement prohibiting residents of the nominated car free flat, from applying for parking permits.

Conservation Officer:

Summary of comments: Objection

Historic Environment Designation(s)

- Harlington Village Conservation Area (CA)
- Harlington Archaeological Priority Area (APA)
- Heathrow Archaeological Priority Zone (APZ)

Assessment - background/ significance

The existing building is a two-storey, semi-detached dwelling. The building appears to date from the mid-20th century. It has a pleasant appearance with a curved bay window to the front at ground floor. A canopy features over the entrance door. The existing windows are modern replacements. The property appears to have benefitted from a single storey rear extension.

The exterior of the property has been painted white. However, originally it would have existed as exposed London stock brickwork with red brick detailing, as can be seen to No159. The hipped roof is finished in plain clay tiles and retains the central chimney stack.

As existing, No157 has a neutral impact on the conservation area, quietly existing along the High Street.

The frontage to the property is verdant in appearance, bounded by mature hedges. It has a positive impact on the street scene and conservation area.

Whilst Nos157 and 159 form a semi-detached pair, unlike other semi-detached buildings, they were not designed to be symmetrical. It appears that No159 was originally designed with a shop front opening, highlighted by traditional shop front features, projecting red brick corbels and pilasters. The use of the ground floor as a commercial unit was most likely due to its corner location at the junction of the High Street and Brickfield Lane.

The historic medieval village of Harlington and its development over the centuries make up the conservation area. It is focussed on the distinctive linear settlement of Harlington running north to south along the High Street. Buildings of various dates positively contribute to the interest of the conservation area alongside its semi-rural setting. The Harlington Village Conservation Area Appraisal (September 2015) provides a more detailed assessment of the designated heritage asset.

Assessment - impact

The alteration to the front elevation and creation of a new shop front would be considered in principle unacceptable. It would result in the loss of the original appearance of the building and design intent of the semi-detached pair.

The loss of the site's verdant appearance to the front would be considered harmful to the character and appearance of the street scene and conservation area. The large expanse of hardstanding would not be considered appropriate from a conservation perspective.

Whilst the principle of converting the roof space could be considered, as proposed it would be considered in principle unacceptable. The inclusion of a side dormer and design of the rear dormer would fail to respect the original design and form of the existing building. It would be contrary to Hillingdon Local Plan Part 2 policies DMHB 1, 4 and 11 and DMHD 1(E)(i) and (v).

The side dormer would harm the appearance of the hipped roof form and would be highly visible within the street scene. It would need to be omitted from the proposal.

Due to the positioning of the existing property, the rear dormer would be highly visible from Brickfield Lane. As existing the roofscape to the attached pair of properties is unaltered. A rear dormer would introduce a new feature. If we were to consider the potential of a rear dormer it would need to be reduced in size. The dormer should be positioned away from the ridge of the roof, slope of the hip and eaves below. The window opening would need to be fill out the entire front elevation of the dormer avoiding the need for any front facing cheeks. The form of the dormer should reflect the design of the existing property.

The extent of harm to the conservation area would be less than substantial harm. Paragraph 196 of the NPPF (2019) would need to be applied in this instance.

Under section 72 of Planning (Listed Buildings and Conservation Areas) Act 1990), a statutory duty is placed on the decision maker to pay due regard to the preservation or enhancement of the conservation area. Therefore, this would need to be considered in determining this application.

Conclusion: Objection

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 5 Houses in Multiple Occupation

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP HC1	(2021) Heritage conservation and growth
LPP T6	(2021) Car parking
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
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

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) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. This is supported by Policy DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) which requires HMOs not have a detrimental impact upon the residential amenity of adjoining properties.

The proposal comprises a side and a rear dormer window. The side dormer window could be conditioned to be obscure glazed as it serves a staircase. The rear dormer window serves a bedroom the the roofspace. Whilst this may result in some overlooking of the properties along Brickfield Lane, this would not be worse than the current window

arrangement of bedrooms on the first floor and that a refusal on this basis would be difficult to sustain at appeal.

With regards to the change of use on the ground floor to an opticians and the upper floors to residential, this would not result in a use that would cause an un-neighbourly development, by reason of noise, overlooking, smells, overbearing or loss of light.

On balance, it is considered that the proposal would not have an adverse effect on the residential amenities of neighbouring occupiers in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.2 Impact on Street Scene

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 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding; and ii) ensuring the use of high quality building materials and finishes.

Policy DMHB 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states 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. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

The site lies within Harlington Village Conservation Area (CA). The existing building is a two-storey, semi-detached dwelling. The building appears to date from the mid-20th century. It has a pleasant appearance with a curved bay window to the front at ground floor. A canopy features over the entrance door. The existing windows are modern replacements. The property appears to have benefitted from a single storey rear extension.

The exterior of the property has been painted white. However, originally it would have existed as exposed London stock brickwork with red brick detailing, as can be seen to No.159. The hipped roof is finished in plain clay tiles and retains the central chimney stack.

As existing, No.157 has a neutral impact on the conservation area, quietly existing along

the High Street. The frontage to the property is verdant in appearance, bounded by mature hedges. It has a positive impact on the street scene and conservation area.

Whilst Nos.157 and 159 form a semi-detached pair, unlike other semi-detached buildings, they were not designed to be symmetrical. It appears that No.159 was originally designed with a shop front opening, highlighted by traditional shop front features, projecting red brick corbels and pilasters. The use of the ground floor as a commercial unit was most likely due to its corner location at the junction of the High Street and Brickfield Lane.

The historic medieval village of Harlington and its development over the centuries make up the conservation area. It is focused on the distinctive linear settlement of Harlington running north to south along the High Street. Buildings of various dates positively contribute to the interest of the conservation area alongside its semi-rural setting. The Harlington Village Conservation Area Appraisal (September 2015) provides a more detailed assessment of the designated heritage asset.

The alteration to the front elevation and creation of a new shop front would be considered in principle unacceptable. It would result in the loss of the original appearance of the building and design intent of the semi-detached pair.

The loss of the site's verdant appearance to the front would be considered harmful to the character and appearance of the street scene and conservation area. The large expanse of hardstanding would not be considered appropriate from a conservation perspective.

Whilst the principle of converting the roof space could be considered, as proposed it would be considered in principle unacceptable. The inclusion of a side dormer and design of the rear dormer would fail to respect the original design and form of the existing building. It would be contrary to Hillingdon Local Plan Part 2 policies DMHB 1, 4 and 11 and DMHD 1(E)(i) and (v).

The side dormer would harm the appearance of the hipped roof form and would be highly visible within the street scene. It would need to be omitted from the proposal.

Due to the positioning of the existing property, the rear dormer would be highly visible from Brickfield Lane. As existing the roofscape to the attached pair of properties is unaltered. A rear dormer would introduce a new feature. If we were to consider the potential of a rear dormer it would need to be reduced in size. The dormer should be positioned away from the ridge of the roof, slope of the hip and eaves below. The window opening would need to be filled out the entire front elevation of the dormer avoiding the need for any front facing cheeks. The form of the dormer should reflect the design of the existing property.

Thus the proposal by reason of the alteration to the front elevation and creation of a new frontage, the total hardstanding of the front garden area, the loss of the front boundary treatment and the siting, size, scale, bulk, and design of the side and rear dormers would fail to harmonise with the architectural composition of the original building, would be detrimental to the character, appearance and visual amenities of the street scene and would fail to either preserve or enhance the character or appearance of the surrounding Harlington Village Conservation Area. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policy HC1 of the London Plan (2021) and the National Planning Policy Framework (2019).

7.3 Traffic Impact/Pedestrian Safety

Discussed below.

7.4 Carparking & Layout

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

The site has rear car parking for potentially 3 tandem arranged car parking spaces accessed off Brickfield Lane, under the proposal a new vehicle access/dropped kerb is also sought off the High Street for 2 front forecourt car parking spaces.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. The site has a PTAL rating of 2 (poor).

The relevant parking standard for medical and health services is at least two spaces per consulting room to be provided, there are 2 consulting rooms proposed and therefore 4 on-site car parking spaces are required.

The existing tandem car parking of 3 spaces is acceptable for the occupiers of the flat, not suitable for Class E use for obvious reasons. Therefore, the parking for the class E use is proposed at the front forecourt accessed off High Street.

High Street is a classified primary road, A437, part of the strategic road network (SRN), the Highway Authority seeks to enhance traffic flow and safety on A Roads by restricting parking, turning movements and development vehicle access. Also, where an application for a vehicle access on such routes is being sought, the access and car parking layout should be to current highway standards which for highway safety reasons there is a requirement that vehicles must be able to enter and exit the development in forward gear.

The site has an existing vehicle access/dropped kerb off Brickfield Lane a lower class of road, therefore a second vehicle access off a higher class of road would not be supported.

Furthermore, given the application seeks a second vehicle access, the Council's dropped kerb guidance states that only one crossover will be permitted per property and requests for additional crossovers will be rejected on the basis that reasonable access already exists.

Other responsibilities of the applicant. The new vehicle crossing is part of the public highway. The council assumes responsibility for the maintenance of the dropped kerb at no cost to the occupier, apart from any damage such as one caused by illegal use of heavy vehicles.

Whilst the site has a poor PTAL rating of 2, it is within a resident Parking Management Scheme H1 with no nearby pay and display parking bays which would restrict car based trips for the class E use, and so likely to attract local resident visitors on foot given the predominantly residential area, therefore there is no objection to the class E use on site.

Therefore, the proposed vehicular access, by reason of vehicles reversing on to Harlington High Street, the increase in the number of potential conflict points along the road and its location close to a junction, would result in the disruption of the free flow of traffic to the detriment of highway and pedestrian safety. Furthermore, the proposal has not demonstrated that sufficient off street parking/manoeuvring arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking to the detriment of public and highway safety. Overall the proposal is therefore considered to be contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020).

7.5 Urban Design, Access and Security Considerations

LIVING CONDITIONS FOR FUTURE OCCUPIERS:

Policy DMHB 16: Housing Standards states:

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:

meet or exceed the most up to date internal space standards, as set out in Table 5.1. A two bedroom (3 person) flat is required to provide 70 sqm. The proposed flat would have 70 sqm of floorspace, in compliance with the above policy.

The two bedrooms would be 11 and 11.1 sqm. All of the proposed bedrooms would comply with the minimum standards set out in Technical housing standards - nationally described space standard (2015).

The proposed bedrooms and the open plan kitchen and living room would have a principal window fitted in either the front or rear elevations of the property. As such, it is considered that future occupiers of the property would be afforded with a reasonable degree of outlook and natural light. Furthermore, there would be an open plan kitchen/living room at first floor level, a bedroom, storage space and a bathroom within the loft space, meaning that future occupiers would have convenient access to primary living facilities.

Table 5.3 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires two bedroom flats to have at least 60 square metres of private amenity space. At 111 square metres, the rear garden would exceed the minimum requirements set out in Table 5.3.

Overall, it is considered that the proposal would provide future occupiers with a satisfactory provision of internal and external amenity space, in accordance with objectives of Policies DMH 1, DMHB 11, DMHB16 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies 3.5 and 5.3 of the London Plan (March 2016).

WASTE AND RECYCLING:

The Design and Access statement states that refuse and recycling provision would be

provided to the rear of the property. Although there is no objection to the proposed location of the bin storage facilities, the details of the design and the dimensions of the bin store would be secured by condition, in the event of an approval. Subject to this condition, it is considered that the proposal would provide appropriate refuse and recycling facilities in compliance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT:

Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) relates to safeguarding existing housing. The policy states in order to meet projected housing needs, the Council aims to resist the loss of residential accommodation within the Borough by means of Policy DMH 1: Safeguarding Existing Housing. For the purposes of this policy, residential accommodation includes Houses in Multiple Occupation (HMOs), student accommodation and other uses falling into Use Classes C3 and C4.

In addition to resisting the net loss of residential accommodation, proposals to combine separate flats within an original house or purpose built block to create family sized housing (3+ bedrooms) will be supported as this does not result in the net loss of residential floorspace and provides much needed family sized accommodation. Proposals related to the conversion of residential properties should take account of Policy DMH 4: Residential Conversions.

The Council recognises that exceptional circumstances may exist which outweigh the loss of residential units and deliver other Local Plan policy objectives. Each case for exceptional circumstances will be assessed on its merit.

Based upon the above it is evident that there is a need to retain family sized units within the Borough and as such this development would involve the unacceptable loss of a family sized property.

As such it is considered that the development would involve the unacceptable loss of a single family dwelling for which there is an established need in the Borough. The development is therefore contrary to Policy DMH 1 of the Local Plan (2020) and is considered unacceptable in principle.

COMMUNITY INFRASTRUCTURE LEVY (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 scheme would be CIL liable.

8. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan Part 2 (2020)
The London Plan (2021)
Supplementary Planning Document: HDAS: Accessible Hillingdon
National Planning Policy Framework.

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