

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 11 WARWICK ROAD WEST DRAYTON

Development: Erection of a two storey extension above the existing commercial ground floor building for residential purposes comprising of 4 x 1-bed 2 person units.

LBH Ref Nos: **9746/APP/2021/2542**

Drawing Nos: Planning Statement
SES-000-1-01-GA
SES-000-1-02-GA
SES-000-1-ESE
SES-000-1-NWE
SES-000-1-office-GA
SES-000-1-PS
SES-000-1-RF
SES-000-1-SP
SES-000-1-SL

Date Plans received : 24/06/2021

Date(s) of Amendment(s):

Date Application Valid: 24/06/2021

1. SUMMARY

The application seeks planning permission for the erection of a two storey extension above the existing commercial ground floor building for residential purposes comprising of 4 x 1-bed 2 person units. The application seeks to address the concerns raised by an Inspector previously in terms of the visual impact. The revised proposal is not considered to have addressed the visual harm. The proposed building would appear as an incongruous addition to the streetscene.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal, by virtue of its siting, height, scale and bulk would result in a cramped overdevelopment of the site, which would be visually incongruous, discordant and overdominant, therefore failing to harmonise with the established character of the surrounding area. The proposal is therefore 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 (2020), Policies D4 and D8 of the London Plan (2021) and the NPPF.

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 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential 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

3 I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation

could not overcome the reasons for refusal.

4 174 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

3. CONSIDERATIONS

3.1 Site and Locality

The application site consists of a range of single storey commercial buildings constructed of brick and concrete panel under sheet concrete roof coverings. The buildings are of no special architectural merit. To the South of the site is a terrace of four Victorian terraced properties which front Warwick Road. To the North lies a site is the 4 storey flatted building known as Pullman Court. The site lies within the Hayes/West Drayton Corridor as identified within the Hillingdon Local Plan Part 2.

3.2 Proposed Scheme

The application seeks planning permission for the erection of a two storey extension above the existing commercial ground floor building for residential purposes comprising of 4 x 1-bed 2 person units.

3.3 Relevant Planning History

9746/APP/2003/1920 11 Warwick Road West Drayton

CHANGE OF USE FROM CLASS B1 (OFFICES) TO CLASS C3 (RESIDENTIAL) COMPRISING OF A TWO AND THREE STOREY BUILDING WITH 4 SELF-CONTAINED FLATS AND ASSOCIATED CAR PARKING (INVOLVING DEMOLITION OF EXISTING BUILDINGS)

Decision: 29-09-2003 Refused

9746/APP/2003/2762 11 Warwick Road West Drayton

CHANGE OF USE FROM CLASS B1(OFFICES) TO CLASS C3 (RESIDENTIAL) COMPRISING OF A TWO AND THREE STOREY BUILDING WITH 4 SELF-CONTAINED FLATS AND ASSOCIATED CAR PARKING (INVOLVING DEMOLITION OF EXISTING BUILDING)

Decision: 15-01-2004 Refused

9746/APP/2012/3000 11 Warwick Road West Drayton

Demolition of existing buildings and redevelopment of site for residential (Outline application for layout and scale with access, appearance and landscaping reserved).

Decision: 28-01-2013 Refused

9746/APP/2017/3485 11 Warwick Road West Drayton

Extension to existing offices at ground floor and creation of two additional floors to create 4 x 1-bed self-contained flats with associated parking.

Decision: 07-12-2017 Refused **Appeal:** 03-07-2018 Dismissed

9746/C/81/0069 11 & R/O 11 Warwick Road West Drayton

Erection of a two storey front extension and a single storey rear extension.

Decision: 24-04-1981 Approved

9746/D/81/0957 11 & R/O 11 Warwick Road West Drayton

Reserved mats. of outline 09746/810069(P)

Decision: 24-06-1981 Approved

9746/F/84/0762 11 & R/O 11 Warwick Road West Drayton

Erection of 2 storey front extension for use ancillary to existing industrial use.

Decision: 06-09-1984 Approved

9746/G/85/1171 11 & R/O 11 Warwick Road West Drayton

Section 53 certificate (P) Permitted use.

Decision: 21-08-1985 WD

9746/PRC/2017/49 11 Warwick Road West Drayton

Retain existing commercial and extend above to add 4 x 1 bed apartments.

Decision: 25-05-2017 OBJ

9746/PRE/2001/183 11 Warwick Road West Drayton

TP PRE CORRES: RESIDENTIAL DEVELOPMENT

Decision:

9746/PRE/2004/162 11 Warwick Road West Drayton

TP PRE CORRES: REDEVELOPMENT FOR RESIDENTIAL

Decision:

Comment on Planning History

9746/APP/2017/3485 - Extension to existing offices at ground floor and creation of two additional floors to create 4 x 1-bed self-contained flats with associated parking was refused for the following reason:

1. The proposed extended building, by virtue of its excessive, height, scale and bulk would result in a cramped overdevelopment of the site, which would be visually incongruous and overdominant, therefore failing to harmonise with the established character of the surrounding area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE19, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan (2016) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposed extended building, by virtue of its excessive, height, scale and bulk would

result in an unacceptably oppressive and overbearing form of development which would result in an unacceptable loss of light and outlook to the occupants of Number 9 Warwick Road. As such the proposal would result in an unneighbourly form of development in conflict with policies BE19, BE20 and BE22 of the Hillingdon Local Plan: Part Two -Saved UDP Policies (November 2012).

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

Highways Officer:

The proposal involves extending the property to create 4 x 1 bed units but retaining the ground floor office use with 6 car parking spaces of which 2 of the spaces will be for the office use and 2 for their visitors with 2 spaces allocated to the flats, also 4 secured cycle spaces shall be provided secured by condition and 2 active and 2 passive EV charging spaces.

The site achieves a PTAL rating of 3 meaning the sites access to public transport is evaluated as being fair/average.

In the planning statement it states that the site benefits from 6 spaces, however the submitted plan does not show the car parking layout, statements on number of car parking spaces without substantive detailed plans are meaningless, car parking spaces/bays to be considered formal should have dimensions that meet the minimum dimensions outlined in the SPD ie 2.4m x 4.8m.

The existing site does have a side alley way which can be considered as a parking space for the commercial use, therefore the site only has formally one on-site car parking space, unless demonstrated otherwise by the applicant.

The London Plan adopted March 2021 sets the new maximum car parking standards on the London Boroughs and which came into immediate effect by further reductions in car parking provisions (with exceptions to very low PTAL areas/opportunity areas) to promote the Mayors Healthy Streets by reducing car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use.

The maximum car parking standards in the London Plan are lower than the London Borough of Hillingdon's policy DMT6 for sites with PTAL 3 rating, therefore the corresponding maximum parking standards in the London Plan supersede all Local Plan parking standards, and for the proposed flats the maximum parking standards are outlined in the London Plan Table 10.3: Outer London PTAL 2-3: 1-2 bed it is up to 0.75 space per dwelling resulting in a requirement of 3 car parking spaces, given the site layout and physical constraints the development cannot provide under the proposals the required provision of parking for the residential units contrary to DMT6 and London Plan.

However, given the site has fair accessibility to public transport connections (PTAL 3), access to amenities, and with surrounding streets controlled by resident parking management schemes WD1, car free developments are suitable in this location, therefore

there would be no objection subject to an s106 legal agreement prohibiting the residents of the flats from residential parking permits.

Secure and sheltered cycle parking for 4 cycles can be conditioned.

RECOMMENDATION: No objection, subject to the following conditions.

Conditions:

A s106 legal agreement prohibiting the residents of the development from requesting residential parking permits.

Before the commencement of development, unless otherwise agreed in writing by the Local Planning Authority, details of cycle parking/storage in accordance with SDP (adopted Jan 2021), shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be constructed and laid out in accordance with the agreed details and completed prior to occupation of the development hereby approved and shall thereafter be retained, always maintained and kept available for the occupants of the development.

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 2 Housing Mix

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP H10 (2021) Housing size mix

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP D8 (2021) Public realm

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
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NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

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) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The adjacent two storey terraced property at Number 9 Warwick Road has rear facing windows serving habitable rooms and bathroom windows in its side elevation. The building has been designed to ensure that the main mass of the building would not breach the 45 degree line from the centre point of the rear facing window serving the habitable room at Number 9 Warwick Road. The Inspector found the previously dismissed scheme, which was similar in terms of footprint, to result in an acceptable impact upon the occupants of Number 9. In the event of an approvable scheme, conditions could be imposed to restrict the side facing windows to obscure glazing and for the necessary privacy panels to be installed to ensure that occupants of adjacent properties would not suffer an undue loss of light, outlook or privacy.

7.2 Impact on Street Scene

The NPPF (2021) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to

local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H1 of The London Plan (2021) promotes the optimisation of housing output within different types of location. Policy H10 of The London Plan encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The site is within a residential area, fronting Warwick Road which at the point of the site turns a corner. On one side of the site is a row of two storey frontage properties, surrounding the site's other sides are larger forms of development that extend up to four stories in height and are at various stages of construction. The site is therefore at a point of transition, between the more domestically scaled terraced houses and the larger developments which create a step change in the character of the area. This step change in character is most evident in views from the south of the appeal site looking north.

The form and scale of the development would respond to the transitional role the site has, creating a step change between the lower stories of the terraced houses and the larger development to the north. However, the ground floor of the existing offices would be extended with two floors of accommodation which would protrude as far forward as the

bay window at No 9 Warwick Road and therefore would protrude forward of the main wall of this property. Combined with the rectangular form of the development at this point and the blank south elevation, the development would appear awkwardly juxtaposed to No 9 and overly dominant and incongruous within the street scene.

The submitted plans fail to accurately reflect the as built development at adjacent Pullman Court. The approved eaves height of 7.9m and ridge height of 10.4m is not accurately plotted. The proposed building would have an overall ridge height of 12m. and eaves height of 9.3m which would not create the required transitional impact as referred to previously by both the Council and the appeal Inspector.

The applicant has advised:

The comments from the inspector's report related to the previous propose front building line projecting forward of the neighbouring property at No. 9 Warwick Road. However, the existing building already sits further forward than this property and the proposed extension would not protrude further forward than the existing front facade. Furthermore, balconies have been incorporated into the elevation and additional glazing to break up the scale and bulk of the rectangular form which the inspector alludes to in the report.

Give the impact upon the streetscape resultant of the neighbouring development at 5 Station Road the amendments which we have incorporated into the elevations combined with the alterations to the roof form and a change of materials which would see the residential part of the development constructed of brick we feel responds positively to the inspector's comments. Further material details can be conditioned, and we are open to using a contrasting brick which would add further details to the elevations.

In addition consideration should also be given to the impact the blank elevation of the neighbouring flatted development has on the character and appearance of the street scene when assessing the application and we feel that the proposed development would result in an improvement to views from outside of the site in this direction. "

Concerns remain about the forward projection of the building as raised by the appeal Inspector. This forward projection is considered to add to the visually incongruous form of the development. As such, the proposal would result in a cramped overdevelopment of the site, which would be visually incongruous, discordant and overdominant, therefore failing to harmonise with the established character of the surrounding area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB11 and DMHB12 of the Hillingdon Local Plan - Part Two (2020) and policies D4 and D8 of the London plan (2021).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2: Highways Impacts states:

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.

Policy DMT 6: Vehicle Parking states:

A) 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.

The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The proposal involves extending the property to create 4 x 1 bed units but retaining the ground floor office use with 6 car parking spaces of which 2 of the spaces will be for the office use and 2 for their visitors with 2 spaces allocated to the flats, also 4 secured cycle spaces could be provided secured by condition and 2 active and 2 passive EV charging spaces.

The Highways Officer has confirmed no objection is raised to the proposal subject to the imposition of relevant conditions as referred to in the section above.

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

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. The proposal would provide:

Unit 1: 57 sqm

Unit 2: 51 sqm

Unit 3: 54 sqm

Unit 4: 56 sqm

All units would exceed the minimum floorspace standards.

Policy DMHB 18: Private Outdoor Amenity Space states:

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 5.2.

All 4 flats would achieve some external amenity space in the form of balconies which is considered, in this location, to be acceptable.

7.6 Other Issues

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.

8. Reference 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)

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