

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	☐

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐

CERTIFICATE OF LAWFULNESS

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

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No.	Report of the Interim Director of Planning, Regeneration & Public Realm	
Address:	14 LARNE ROAD RUISLIP	
Development:	Demolition of an existing 2-bed bungalow and erection of a new 4-bedroom bungalow with habitable roof space, including side dormer, raising the ridge of the main roof, roof lights and solar panels.	
LBH Ref Nos:	57311/APP/2022/3104	
Drawing Nos:	2207-PLMN-XX-GF-DR-A-100 Rev. 02 2207-PLMN-XX-GF-DR-A-101 Rev. 02 2207-PLMN-XX-GF-DR-A-102 Rev. 02 2207-PLMN-XX-ZZ-DR-A-110 Rev. 02 2207-PLMN-XX-ZZ-DR-A-111 Rev. 02 2207-PLMN-XX-ZZ-DR-A-112 Rev. 02 2207-PLMN-XX-ZZ-DR-A-113 Rev. 01 2207-PLMN-XX-GF-DR-A-201 Rev. 02 2207-PLMN-XX-GF-DR-A-202 Rev. 02 2207-PLMN-XX-ZZ-DR-A-210 Rev. 02 2207-PLMN-XX-ZZ-DR-A-211 Rev. 02 2207-PLMN-XX-ZZ-DR-A-212 Rev. 02 2207-PLMN-XX-GF-DR-A-2207 Rev. 01 Design and Access Statement dated October 2022	
Date Plans received:	11-10-22	Date(s) of Amendments(s):
Date Application valid	11-10-22	

1. SUMMARY

The application proposes the demolition of an existing 2-bed bungalow and erection of a new 4-bedroom bungalow with habitable roof space, including side dormer, raising the ridge of the main roof, roof lights and solar panels.

The proposed development would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. The proposal therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D3 of the London Plan (2021) and the NPPF (2021).

The proposal would cause harm to the living conditions of neighbouring occupiers at No.16, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy

DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the NPPF (2021).

The proposal would provide future occupiers with a substandard form of internal amenity space standards. This is due to the poor outlook and lack of privacy afforded to the bedroom served by the proposed side dormer window. This would be contrary to Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

It is therefore recommended that this application is refused for the reasons set out in this delegated report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The proposed development, by virtue of its external timber cladding finish, uncharacteristic front angled wall, various roof profiles and solar panels, would fail to harmonise with the character and architectural composition of the surrounding properties, appearing as a visually obtrusive and incongruous form of development which would be detrimental to the visual amenity of the street scene and harmful to the character and appearance of the surrounding area. The proposal therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

2. NON2 Non Standard reason for refusal

The proposed development, by reason of the relationship between the proposed side dormer and the existing side dormer at number 16 (both of which serving bedrooms), would result in a loss of outlook, sense of enclosure, overbearing impact, loss of privacy (both real and perceived) and overlooking issues for the neighbouring occupiers at number 16 Larne Road. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan Part Two - Development Management Policies (2020) and the National Planning Policy Framework (2021).

3. NON2 Non Standard reason for refusal

The proposed development, by virtue of the position of the proposed side dormer window serving a bedroom, would result in poor levels of outlook, overlooking and lack of privacy (both real and perceived) for the future occupiers residing in this habitable room. The proposal would therefore result in a substandard form of residential accommodation to the detriment of future occupants, contrary to Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).

INFORMATIVES

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the western side of Larne Road and is occupied by a detached bungalow with a front gable projection with a bay window. The front garden is soft landscaped with an area of hard standing which serves as on-site car parking provision.

Number 16 Larne Road is located to the south of the site and Number 12 Larne Road is located to the north. The street scene is residential in character and appearance comprising detached bungalows, many of which have been extended or modified, including raising the roof level and the erection of dormer windows.

The application site is not within a Conservation Area nor an Area of Special Local Character. 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. However, the site does fall within a Critical Drainage Area.

3.2 Proposed Scheme

The application proposes the demolition of an existing 2-bed bungalow and erection of a new 4-bedroom bungalow with habitable roof space, including side dormer, raising the ridge of the main roof, roof lights and solar panels.

3.3 Relevant Planning History

57311/APP/2002/1140 14 LARNE ROAD RUISLIP
ERECTION OF A SINGLE STOREY REAR EXTENSION
Decision: 24-06-2002 Approval

Comment on Planning History

The relevant planning history attached to this site is referenced above.

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

EXTERNAL CONSULTEES:

Eight neighbouring properties were consulted on 21st October 2022. The consultation period expired on 11th November 2022. One representation in support of the application was received, and their

comments are summarised as follows:

- We have been consulted and are happy with the proposal.

INTERNAL CONSULTEES:

COUNCIL'S ACCESS OFFICER:

This proposal for the demolition of an existing 2-bed bungalow and erection of a new 4-bedroom bungalow has been assessed against the requirements of London Plan policy D7 with no accessibility concerns raised. However, any grant of planning permission should include the following conditions:

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

Reason: To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

Reason: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

COUNCIL'S HIGHWAYS OFFICER:

Site Characteristics & Background:

The site is located within a residential catchment in Ruislip where an existing detached bungalow is to be demolished and replaced by a larger 4-bedroom bungalow with a stated 2 on-plot parking spaces.

The existing single vehicular carriageway crossing (cc) arrangement would remain unaltered to serve the proposal.

The local roadways are devoid of parking controls and the surrounding addresses exhibit significant levels of on-plot parking provisions which lessen parking burden on-street. Due to the relatively isolated nature of this location from public transport facilities, the site exhibits a 'poor' public transport accessibility level (PTAL) rating of 2 and therefore raises dependency on the ownership and use of private motor transport.

Parking Provision:

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a

deviation from the standard would not result in a deleterious impact on the surrounding road network.

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

The maximum parking requirement for the new 4-bedroom residential unit would be up to 2 on-plot spaces in order to comply with the adopted Hillingdon parking standard whereas the regional London Plan standard suggests a lesser cap of 1 space.

Although in this case, the latter standard is exceeded, it is considered acceptable as it reduces the potential for untoward on-street parking displacement onto the unrestricted roadways resulting from the higher dependency on private motor transport due to the low PTAL rating.

Electric Vehicle Charging Points (EVCP's):

In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions in order to 'future proof' for anticipated demand. In this particular case, 1 'active' and 1 'passive' space should be in evidence. The applicant has confirmed that 1 'passive' space would be provided but with no 'active' provision. The latter should therefore be secured by way of planning condition.

Cycle Parking

In terms of cycle parking there would be a requirement to provide 2 secure and accessible space for the new build to accord with the council's adopted cycle parking standard. No clear detail has been provided hence a suitable planning condition should be applied.

Vehicular Trip Generation:

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

As a consequence of the relatively small increase in development scale as compared to the existing, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

Operational Refuse Requirements:

Refuse collection will continue via the roadway (Larne Road). In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. Storage is shown located to the side of the new build in proximity of the frontage hence the requirement is broadly met. There are no further observations.

Construction Management Plan (CMP):

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

Conclusion:

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

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMEI 10	Water Management, Efficiency and Quality
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
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 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making

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) (2021) 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 all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. 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 or onto private open spaces.

The front building line of the proposed dwelling would be in general alignment with No. 16. The section of the proposed front building which would project beyond No. 12 would be set-in approximately 7 metres from the mutual boundary shared with this neighbour. It is therefore considered that the proposed dwelling would not result in a loss of outlook or light to the front elevation windows at Nos. 12 and 16.

The proposed ground floor rear building line (including the canopy) would project approximately by 4.6 to 4.7 metres beyond the rear elevation windows at Nos. 12 and 16. It is acknowledged that this projection would exceed that prescribed in Policy DMHD 1 of the Local Plan Part 2 for single storey rear extensions. However, given the relatively modest eaves height (no greater than 3.5 metres) and noting the set-in from the side boundaries, it is considered that proposed ground floor building line would not result in an unreasonable loss of light, outlook or enclosure for the neighbouring occupiers at Nos. 12 and 16.

It is acknowledged that the proposed first floor rear building line would project beyond the rear elevations of Nos. 12 and 16. However, the 45-degree line of sight taken from the first floor rear window at No. 16 would not be breached. The roof light serving No. 12 is considered to be a secondary window with the habitable accommodation within the loft space of No.12 also being served by other roof lights fitted in the front and sides and a side dormer. It is therefore considered that proposed first floor rear building line would not adversely impact on the residential amenities of Nos. 12 and 16, in terms of light and outlook.

No. 16 contains an existing dormer and roof light in its side roof profile facing the application site. The proposed side dormer would face towards the existing side dormer at No.16, both of which serve bedrooms. Due to this relationship, it is considered that the proposal would result in a loss of outlook, sense of enclosure and overbearing impact on No.16. Furthermore, the proposed side dormer windows would give rise to a loss of privacy for the occupiers at No.16 (both real and perceived). It is considered that the size and height of the proposed side dormer windows would not mitigate the loss of privacy (both real and perceived) that would be caused. It cannot be argued that the proposed side dormer window could be conditioned to be obscure glazed as this would unacceptably prejudice the level of outlook and light afforded to the future occupiers of this proposed bedroom.

Having regard to the above, it is considered that the proposal would cause harm to the living conditions of neighbouring occupiers at No. 16, in terms of loss of outlook, sense of enclosure and loss of privacy. The proposal therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), , Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the NPPF (2021), in this respect.

7.2 Impact on Street Scene

IMPACT TO THE CHARACTER AND APPEARANCE OF THE AREA:

Paragraph 126 of the NPPF (2021) seeks the creation of high quality, beautiful and sustainable buildings. Parts b) and c) of paragraph 130 of the NPPF (2021) states that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment.

Policy D4 of the London Plan (2021) require development proposals to be a high quality and to enhance the local context and be delivering buildings and spaces that positively respond to local distinctiveness.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) advises that development should be well integrated with the surrounding area.

The proposed dwelling would measure approximately 10.9 metres wide, 18. 5 metres deep and 6.5 metres high. The front and rear elevations of the proposed dwelling would be predominately clad in timber, which would not match or complement the existing street scene on Larne Road. As a result, the proposed dwelling would appear as an incongruous form of development that would

be completely out of keeping with the surrounding locality.

Due to the position of the site, and the low roof profiles of the bungalows on Larne Road, the proposed development would be readily visible from various vantage points along Larne Road where it would appear as a discordant and visually obtrusive form of development. It cannot be contended that an alternative choice of material could be secured through the imposition of a condition because the proposed timber cladding forms an integral part of the design of the proposed dwelling.

The proposed angled wall at first floor level pays little regard to the surrounding built environment where there is a degree of symmetry intact between the proposed in this section of Larne Road, in terms of their front building lines.

It is considered that the proposed angled wall would appear as an awkward and discordant feature that would cause harm to the character of the area and street rhythm.

When taken together, the choice of material (including the timber shutter windows), angled first floor, various roof profiles and solar panels, would create a 'busy appearance' that would not respond well to, and would appear wholly out of character with the surrounding street scene.

It is noted that there are properties on Larne Road that have been extended or re-developed (including the opposite property at No 7). However, none of which have been extended in such a manner as currently being proposed. It is also noted that the ridge height of the proposed dwelling would match No.16. However, this would not mitigate the significant harm caused by the proposal as identified above.

The submitted proposed site plan shows that the proposed canopy would lead out towards a patio area. It is unclear from the submitted drawings as to the height and appearance of this patio area as the proposed elevations appears to show external steps in this locations. However, this matter would have been addressed through the imposition of a planning condition, if this application had been recommended for approval.

Having regard to the above, it is considered that the proposal would cause unacceptable harm to the character, appearance and visual amenity of the street scene on Larne Road and the surrounding area. The proposal therefore conflicts with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D4 of the London Plan (2021) and the NPPF (2021).

7.3 Traffic Impact/Pedestrian Safety

Covered in the following section of this report.

7.4 Carparking & Layout

ACCESS, PARKING AND HIGHWAY SAFETY:

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway, junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 maximum parking requirement for the new 4-bedroom residential unit would be up to 2 on-plot spaces in order to comply with the adopted Hillingdon parking standard whereas the regional London Plan standard suggests a lesser cap of 1 space.

Although in this case, the latter London Plan standard is exceeded, it is considered acceptable as it reduces the potential for untoward on-street parking displacement onto the unrestricted roadways resulting from the higher dependency on private motor transport due to the low PTAL rating. Furthermore, the proposed number of on-site car parking spaces would be no different to the existing situation. The Council's Highways Officer has raised no objection to the on-site car parking provision.

The proposed dwelling would need to have one 'active' and two 'passive' electric charging point in order to comply with Policy T6 of the London Plan. Although no details in respect to electric charging points have been provided, this matter would have been resolved by way of a condition if this application had been recommended for approval.

There is a single vehicle crossover emerging onto Larne Road which serves the existing dwelling, which would be retained in its existing form. The Council's Highways Officer has considers the crossover to be fit for purpose and has raised no objection to its retention in its current form as it would be provide an acceptable arrangement.

There would be no discernible difference in vehicle bound activity as compared to the scale and single tenure of the existing dwelling. Any vehicle generated activity could therefore be absorbed within the local road network without notable detriment to traffic congestion and road safety.

If this application had been recommended for approval, a Construction Management Plan would have been secured by way of a condition. This is due to the constraints and sensitivities of the local residential road network and in order to avoid/minimise potential detriment to the public realm.

Having regard to the above, it is considered that the proposed development would not significantly exacerbate the demand for street parking or prejudice highway safety for road and pedestrian users. It is therefore considered that the proposal would comply with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies T6 and T6.1 of the London Plan (2021).

BICYCLE PROVISION:

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires development proposals to provide a provision of cycle parking in accordance with the standards set out in Appendix C, Table 1.

Two accessible and secure cycle spaces would need to be accommodated within the site to comply with the cycle parking standards set out in Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). No details have been provided in respect to on-site cycle store provision. However, this matter could have been dealt with through the imposition of a condition, if this application had been recommended for approval.

REFUSE & RECYCLING COLLECTION:

Policy DMHB 11 d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 Council's Highways Officer has commented that in order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance.

The proposed site plan submitted shows that a bin store would be located behind a gate along the side passageway along the eastern site boundary. Whilst the proposed bin-store would be positioned within the Council's '10-metre collection parameter', in reality the Council's refuse collection crew will not have access to the bin store due the proposed gate. Notwithstanding, it is anticipated that prospective occupiers of the proposed dwelling would move their rubbish to the kerbside on collection day. This would be no different to the existing serving arrangement of other properties on Larne Road. As such, there is no objection, in principle, to the location of the bin store.

Full details of its dimensions and external appearance would have been secured by condition, if this application had been recommended for approval.

7.5 Urban Design, Access and Security Considerations

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

Paragraph 5.60 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020) states, "When assessing the size of households the Council will assume that any bedroom over 11.5 sqm is capable of being occupied by two persons. Similarly any "study", "bonus room" or third living/reception room that is not annotated as a bedroom will be assumed to be capable of serving as a bedroom."

Parts 3) and 4) of Policy D6 of the London Plan (2021) require double bedrooms to have a floor area of at least 11.5 square metres, and for single bedrooms to have a floor area of at least 7.5 square metres.

It should be clarified that the submitted drawings have labelled three rooms as bedrooms. Nevertheless, it is recognised that the proposed home office on ground floor level would be in excess of 7.5 square metres, and benefits from front elevation windows. It could therefore be used flexibly as an additional bedroom. It is therefore considered prudent to assess its implications as a bedroom on the quality of living accommodation.

The proposed dwelling would have a gross internal area of 216 square metres, which exceeds the London Plan's minimum requirement of 115 square metres for a 4-bedroom, 7 person, two-storey

dwelling. All the proposed bedrooms would also comply with the London Plan's standards, in terms of floor areas. However, the internal floor area of the proposed dwelling is not the sole consideration when assessing the quality of the proposed internal amenity space. It is also necessary to consider the level of light and outlook that would be afforded to the future occupiers of the proposed dwelling.

The proposed side dormer serves a bedroom which would contain windows facing serving the existing side dormer and roof profile of No. 16. Due to this relationship, it is considered that the outlook afforded to the future occupiers of the bedroom being served by the proposed side dormer would be unacceptable poor. Furthermore, in the absence of section drawings to show the floor to ceiling heights at first floor level, it has not been demonstrated that the height/position of the proposed side dormer windows would be able to adequately mitigate loss of privacy (both real and perceived) and overlooking issues for not only future occupiers of the bedroom, but the existing occupiers at No. 16.

It cannot be argued that the proposed side dormer window could be conditioned to be obscure glazed as this would unacceptably prejudice the level of outlook and light afforded to the future occupiers of this proposed bedroom.

It is acknowledged that the ground floor 'snug room' would be served by a side facing window which provides limited views of the side passageway. However, this room has an internal partition connected to the open plan kitchen/dining and living room which benefits from large open-glazed bi-folding doors. On balance, there is no objection to the position of the window serving the 'snug room', in terms of light and outlook.

Having regard to the above, it is considered proposal would provide a substandard form of internal amenity space for the future occupiers of the proposed dwelling, in terms of poor outlook, overlooking issues and lack of privacy (both real and perceived) afforded to the bedroom being served by the proposed side dormer. The proposal would therefore be contrary to Policy DMHB 16 Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the NPPF (2021).

EXTERNAL AMENITY SPACE PROVISION:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. table 5.3 states that houses with four bedrooms or more should provide a minimum of 100 square metres of private usable amenity space.

The proposed 4-bedroom dwelling would be provided in excess of 400 square metres of rear garden space. Thus, complying with the requirements of Table 5.3 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020). It is therefore considered that the proposal would provide future occupiers with an adequate provision of external amenity space, in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). However, this does not outweigh the harmful impact the proposed development would have to the character and appearance of the area.

INCLUSIVE DESIGN AND ACCESS:

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'.

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

If this application had been recommended for approval, conditions would have been secured requiring the submission of details relating to step free access and compliance with Category M4(2) of Approved Document M to the Building Regulations (2010) 2015.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT:

Policy DMH 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing needs.

The principle of residential use has already been established by the existing dwelling at the site. Whilst an existing two bedroom bungalow would be demolished, it would be replaced by a new dwelling with to four potential bedrooms. The proposal would therefore not result in a net loss of family sized housing, in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

TREES AND LANDSCAPING:

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that landscaping and tree planting should enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The application site does not form part of a Conservation Area and is not subject to a Tree Preservation Order. It is noted that there are trees in the back garden. If this application application had been recommended for approval, a condition would have been secured requiring details of tree protections measures to be submitted to the Council for consideration. Also, the submission of a hard and soft landscaping scheme would have been secured by condition. However, this is notwithstanding the identified harm discussed in Section 7.2 of the report in respect to the detrimental impact to the character and appearance of the area.

IMPACT ON PROTECTED SPECIES:

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate

that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

The site does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low, and as such, an ecology assessment is not required. This position would be in accordance with 'Circular 06/05: Biodiversity and Geological Conservation- Statutory Obligations and their Impact within the Planning System' which states that, "...bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development."

If planning permission were to be granted, an informative would have been secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended).

FLOOD RISK AND DRAINAGE:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The application site is in Flood Zone 1 where the risk of flooding from rivers or seas is low. As such, all forms of development, including 'more vulnerable' uses such as replacement dwellings, are acceptable in terms of fluvial and tidal flood risk in this location.

The site is designated within a Critical Drainage Area. If this application had been recommended for approval, a condition would have been secured requiring a sustainable water management scheme, with the incorporation of Sustainable Urban Drainage Systems (SUDS), to be submitted to the Council for consideration.

SUSTAINABILITY:

Policy SI 2 of the London Plan (2021) states that residential development should achieve 10% beyond Building Regulation 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

If this application had been recommended for approval, a condition would have been secured requiring the proposed dwelling to achieve an energy efficiency standard of 10% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).

Also, a condition would have been secured requiring the proposed dwelling to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).

COMMUNITY INFRASTRUCTURE LEVY:

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 square metre. CIL rates are index linked. The proposal involves the erection of a new dwelling and would therefore be liable to pay CIL.

8. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

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

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

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

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