

Planning & Design Statement

In Support of a Planning
Application at Nos 164-170 High
Street, Yiewsley, West Drayton,
Uxbridge UB7 7BE

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1. Indicative CGI prepared by Visual Trick

1 INTRODUCTION

- 1.1 This Planning & Design Statement has been prepared in support of a planning application for a single storey upwards extension at No 166-170 High Street, Yiewsley, Hillingdon UB7 7BE.
- 1.2 The additional floorspace will result in the creation of 6 bedrooms and a communal living/kitchen/dining space classified as a house in multiple occupation (HMO) (Use Class Sui Generis), which will integrate with the existing 7 bedroom HMO at first floor to provide an enhanced living environment for occupiers. The application also proposes a series of external alterations and enhancements to the front elevation of the existing building.
- 1.3 A site location plan is attached within the suite of accompanying documents which form part of this submission.
- 1.4 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of the development proposal;
 - A review of relevant planning policy;
 - An appraisal of the relevant planning and design issues, and
 - Conclusions.
- 1.5 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale and appearance – in relation to the site's context. As such, the Statement meets the requirement to formally state how design and access issues have been considered.
- 1.5 The Statement should be read in conjunction with the following documentation which form part of the application submission:
- Drawings package (prepared by Caitriona Casey Architects) comprising site location plan, existing elevations/floorplans and proposed elevations/floorplans, and
 - CGI image of the proposed development produced by Visual Trick.
- 1.6 The submissions conclude that the development proposal is acceptable, and supportable, in planning terms and that full permission should be granted.

2 SITE AND SURROUNDINGS

- 2.1 The site forms part of a mixed use building which accommodates three commercial units (Use Class E) at ground floor level with an existing 7 bedroom HMO at first floor level. The existing HMO only provides a small kitchen and laundry room by way of communal facilities for residents.
- 2.2 The principal frontage of the building faces the High Street to the west. As demonstrated in the photographs below, the building presents a visually dated appearance which means that it does not make a positive contribution to the visual character of the street scene.
- 2.3 The site is located within the identified Yiewsley District Centre and as such has easy access to a wide range of amenities. Notably Yiewsley Library Bus Stop is located 40 metres to the north and West Drayton railway station is just 570 metres to the south. Accordingly, the site is in a sustainable location as demonstrated by a PTAL level of 3 (good).
- 2.4 The site forms part of an established mixed use terrace that extends southwards away from the site with commercial units at ground floor and residential dwellings above. This building form is further replicated within the wider street scene. There is no consistent building height with large buildings such as the Aldi food store, Continental House and Kirk House present within the street scene.
- 2.5 The site is not situated within a conservation area nor it a listed building. Please refer to the selection of site images and photographs below.



Image 1-Front view of the site with a discordant fenestration, unattractive shop signage and weathered render



Image 2-Aldi Yiewsley food store located directly to the west of the site



Image 3-Four storey apartment development at Nos 111-117 High Street within the Yiewsley District Centre



Image 4- Nos 112-134 High Street a three storey terrace with residential accommodation at upper floor levels within Yiewsley District Centre



Image 5-View of the site looking south east down the High Street demonstrating the substantial setback from the established building line of the street scene

3 PLANNING HISTORY

- 3.1 A review of the Council's online records has been undertaken which reveals that the site and surrounding area have been subject to previous planning applications, the most relevant of which are summarised below.

The Site

- 3.2 No relevant applications have been made on the site.

Surrounding Area

- 3.3 Under application **Ref 50096/APP/2013/3820** in March 2014 the amalgamation of two existing class A1 retail units with associated external alterations was undertaken to form a new Aldi food store at 141 High Street, Yiewsley UB7 7QN. Situated directly opposite the site on the other side of the High Street as shown in Section 2.

4 THE PROPOSAL

- 4.1 The development proposal is for the construction of one additional storey onto an existing two storey building. The additional floorspace will result in the creation of 6 bedrooms and a communal living/kitchen/dining space classified as a house in multiple occupation (HMO) (Use Class Sui Generis), which will integrate with the existing 7 bedroom HMO at first floor to provide an enhanced living environment for occupiers. The application also proposes a series of external alterations and enhancements to the front elevation of the existing building.
- 4.2 The proposed extension will raise the existing two storey building by 2.6 metres to provide an overall maximum building height of 9.9 metres.
- 4.3 As demonstrated on the enclosed drawings package, the proposed extension will be set back from the principal southern elevation by approximately 0.9 metres. In addition the building itself is set back from the established building line by 1.35 metres. This approach ensures that the massing of the proposed scheme will be minimised and that the extension will remain visually subservient to the host property.
- 4.4 The proposed extension will utilise high quality contemporary design and external materials (including standing seam zinc and black framed windows) in addition to external alterations to improve the existing building with re-painted render and shopfront alterations to enhance the visual appearance of the entire building and therefore make a positive contribution to the visual character of the street scene.
- 4.5 All proposed units will either meet or exceed nationally described floorspace standards. Furthermore, all habitable rooms will be served by generous glazing providing high quality outlook and sunlight/daylight for occupiers.
- 4.6 Overall, the considered design approach enables the creation of a visually interesting scheme which maximises the efficiency of the site, delivers high quality residential accommodation for occupiers in a sustainable location and ensures that the visual appearance of the host building will be enhanced (thus improving its relationship with the wider street scene).

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

5.6 Guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Delivering a Sufficient Supply of Homes

5.7 Paragraph 60 explains that in order to support the Government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.8 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measures against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

5.9 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five

year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Promoting Sustainable Transport

- 5.10 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

- 5.11 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 5.12 Paragraph 120 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 5.13 Sub Section (e) of paragraph 120 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 5.14 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 124 sets out that the planning system should support development that makes efficient use of land, taking into account the following:
- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;
 - c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) The desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
 - e) The importance of securing well-designed, attractive and healthy places.

Achieving Well Designed Places

5.15 This chapter sets out at paragraph 130 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture and appropriate landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being.

LONDON PLAN

5.16 The London Plan sets the Mayor's strategic development strategy for the capital up until 2046 and forms part of the development plan for Greater London. The site falls within the London Borough of Hillingdon and so the relevant policies include:

5.17 **Policy D3 (Optimising site capacity through the design-led approach)** states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring the development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a sites context and capacity for growth, and existing and planned supporting infrastructure capacity.

Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling in accordance with policy D2. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate.

In other areas incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of policy H2.

Development proposals should:

1. 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;

2. Encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area;
3. Be street based with clearly defined public and private environments;
4. Facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users;
5. Achieve safe, secure and inclusive environments;
6. Provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside to generate liveliness and interest;
7. Deliver appropriate outlook, privacy and amenity;
8. Provide conveniently located green and open spaces
9. Prevent or mitigate impacts of air quality
10. Respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the character
11. Be of high quality with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive robust materials which weather well.

5.18 **Policy H9 (Ensuring the best use of stock)** states that boroughs should take account of the role of houses in multiple occupation (HMOs) in meeting local and strategic housing needs. Where they are of a reasonable standard they should generally be protected.

5.19 **Policy T6.1 (Residential Parking)** confirms at paragraph E that large-scale purpose built shared living, student accommodation and other sui generis residential uses should be car-free.

DEVELOPMENT PLAN

5.20 The Development Plan for the London Borough of Hillingdon consists of the Local Plan Part 1 Strategic Policies which sets out the spatial vision and strategy for the borough and the Local Plan part 2 Development Management Policies and Site Allocations which provides more detailed, specific development management policies in order to support the delivery of the overall spatial vision for the borough.

5.21 Accordingly, the adopted policies relevant to the determination of this application are summarised below.

Hillingdon Local Plan Part 2 (2020)

5.22 **Policy DMTC 1 (Town Centre Developments)** States the Council will support main town centre uses where the development proposal is consistent with the scale and function of the centre. Town centre development will need to demonstrate that:

- i. Adequate width and depth of floorspace has been provided for the town centre uses; and
- ii. Appropriate servicing arrangements have been provided;

Residential use of ground floor premises in primary and secondary shopping areas and in designated parades will not be supported.

Proposals for main town centre uses in out of centre locations will only be permitted where there is no harm to residential amenity.

The Council will also:

- i. Expect proposals for main town centre uses to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach; and
- ii. Consider the effect of the proposal, either individually or cumulatively on the vitality and viability of existing town centres.

5.23 **Policy DMH 5 (Houses in Multiple Occupation and Student Accommodation)** States that in all parts of the Borough proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i. There is good accessibility to local amenities and public transport;
- ii. They accord with the accessible homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii. There will be no adverse impact on the amenity of neighbouring properties or the character of the area.

5.24 **Policy DMHB 11 (Design of New Development)** Outlines 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, 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.

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

Development will be required to ensure that the design safeguards the re-development of any adjoining sites which have development potential.

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.

- 5.25 **Policy DMHB 13 (Shopfronts)** advocates that new shopfronts and alterations to existing shopfronts should complement the original design, proportions, materials and detailing of the building of which it forms a part and the surrounding street scene.

New shopfronts must be designed to allow equal access for all users. In order to improve and maintain the quality of the public realm, the design of shopfronts should be of a high quality, taking into consideration:

- i. Retention and maintenance of active shopfronts at all times;
- ii. The relationship between the shopfront and upper floors;
- iii. The relationship with surrounding shopfronts and buildings;
- iv. The use of materials which are appropriate to and enhance the character of the local area; and
- v. The value of existing architectural and historic features.

- 5.26 **Policy DMHB 13A (Advertisements and Shop Signage)** outlines that in order to improve and maintain the quality of the public realm, advertisements, signs and hoardings will be required to demonstrate that:

- i. They complement the scale, form, materials and architectural composition of the individual buildings of which they form a part;
- ii. They complement the visual amenity and character of the site and surrounding area;
- iii. They enhance historic assets and their setting;
- iv. They do not have an adverse impact on public or highway safety;
- v. They do not lead to visual clutter; and
- vi. They provide an appropriate type and level of illumination, suitable to the site and its surroundings;

Shop signage will generally be limited to the strip above the shop window and below the upper floor, plus where appropriate one projecting sign. Proposals for further advertising additional to the shop name will be resisted.

Illumination to shopfronts must be sited and designed to avoid any visual intrusion from light pollution to adjoining or nearby residents. Flashing internal or external lighting and/or internally illuminated box lights will not be permitted.

- 5.27 **Policy DMHB 16 (Housing Standards)** Advocates that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development should meet or exceed the most up to date internal space standards.

- 5.28 **Policy DMCI 7 (Planning Obligations and Community Infrastructure Levy)** Advises that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

Planning obligations will be sought on a scheme by scheme basis:

- i. To secure the provision of affordable housing in relation to residential development schemes;
- ii. Where a development has infrastructure needs that are not addressed through CIL; and
- iii. To ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Applications that fail to secure an appropriate planning obligation will be refused.

- 5.29 **Policy DMT 6 (Vehicle Parking)** States that development proposals must comply with the parking standards outlined in Appendix C 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.

- 5.30 All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility

General Permitted Development Order

- 5.31 The Government has introduced a suite of new permitted development rights which apply in England.
- 5.32 A right to construct dwellings on top of purpose built blocks of flats was introduced on 1st August 2020 under Class A of Part 20.
- 5.33 Furthermore, additional permitted development rights will allow flats to be constructed on the topmost storey of commercial / mixed use or residential terraces and detached buildings from under Classes AA, AB, AC and AD of Part 20 has applied from 1st September 2020.
- 5.34 Whilst not directly applicable to this application, the above legislation demonstrates the current national policy position that encourages developers and Councils to utilise redundant airspace above existing buildings in order deliver the homes required to meet the national housing crisis.

SUMMARY

- 5.35 The creation of new high quality HMOs to help deliver much needed housing is supported by policy at a national, regional and local level.

- 5.36 However, the Council will seek to ensure that acceptable living conditions for residents are achieved, there is good accessibility to local amenities and public transport and there will be no adverse impact on the amenity of neighbouring properties or the character of the area.
- 5.37 In this regard, the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. The document introduces new guidance to confirm that local authorities should support opportunities to use the airspace above existing residential and commercial premises for new homes.
- 5.38 In particular, Councils are encouraged to allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 5.39 This is reflected by the recent introduction of permitted development rights as summarised above which will allow flats to be built above existing buildings subject to a prior approval process.

6 PLANNING CONSIDERATIONS

- 6.1 The planning issues relevant to the determination of the development proposal are outlined below.

Principle of Development

- 6.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of previously developed sites and converting existing buildings.
- 6.3 Of relevance to the proposal is Sub Section (e) of paragraph 120, which outlines that Councils should support opportunities to use the airspace above existing residential and commercial premises for new residential floorspace. In addition Local Plan Policy DMH5 and London Plan policy H9 support the provision of large Houses in Multiple Occupation, subject to the relevant criteria.
- 6.4 Accordingly, the principle of development is considered acceptable provided that there is good accessibility to local amenities and public transport, satisfactory living conditions provided for intended occupiers, no adverse impact on the amenity of neighbouring properties or the character of the area and the external design will have no unacceptable impact upon the visual character of the host property or the wider street scene.
- 6.5 Against this background, the principle of development is considered acceptable (particularly given the existing HMO which occupies the first floor of the host property) and the scheme complies with Policies DMH5, DMHB11 of the Local Plan Part 2 and Policy H9 of the London Plan.

Design and Heritage

- 6.6 The drawings package sets out the context of the scheme design in terms of its layout, scale, visual impact and appearance/materials.
- 6.7 The site is not located within a conservation area, nor is it within the curtilage of a listed building. Importantly, however the locally listed George and Dragon Public House (which lies to the north) is identified of architectural significance as:
- “one of the original buildings remaining within the area. Two storey, rendered with shallow pitched roof. Three chimney stacks, later bay windows to each side. Other adjacent outbuildings significantly altered.”*
- 6.8 The site itself forms an architecturally isolated building within a varied terrace of two storey buildings with no prevalent character. Significantly, there is no defined building height within the surrounding area as demonstrated within the images included at Section 2.
- 6.9 Of particular note is the Aldi food store lying directly across the High Street which rises to 12.4 metres (11.1 metres above land level). In addition to the three storey Kirk House, four storey apartment development at 111-117 High street, three storey terrace at 112-134 and three storey Continental House at 191 High Street that bookends the District Centre.
- 6.10 The existing building is setback from the established building line of the High Street by approximately 1.35 metres. As such a carefully considered extension at second floor level is considered acceptable

subject to having no detrimental impact upon the adjacent George and Dragon Public House and wider street scene.

- 6.11 As demonstrated on the enclosed drawings package and illustrated on the CGI below the proposed extension will be set back from the principal western elevation of the building by 0.9 metres, resulting in a total set back from the established building line of the terrace of 2.25 metres. Additionally, the proposed extension will result in an increase to the building height of 2.6 metres producing a total building height of 9.9 metres. However, the extension will rise just 2.2 metres above the existing parapet wall along the principal western elevation.
- 6.12 This approach ensures that the massing of the proposed scheme will be minimised and that the extension will remain visually subservient to the host property will not impact upon the adjacent George and Dragon Public house.



Image 6-Indicative CGI image of the proposed development with existing frontage improvements

- 6.13 High quality external materials are proposed of standing seam zinc with black aluminium framed windows for the extension. Whilst further external alterations aim to revitalise the existing poor quality building and bring a positive contribution to both the setting of the locally listed heritage asset and wider Yiewsley District Centre.
- 6.14 As such, the existing dilapidated render and out of character shop signage will be replaced with new re-painted render and regularised shop signage designed in accordance with Appendix B of the Local Plan. Furthermore, the existing discordant fenestration arrangement will be regularised through the introduction of a symmetrical fenestration at second floor level.

6.15 Careful consideration has been afforded to ensure that the proposed scheme will respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing particularly from views of the High Street and Yiewsley Recreation Ground whilst delivering a high quality contemporary external design.

6.16 Therefore, the scheme complies with Policies DMTC1, DMH5, DMHB11 of the Local Plan Part 2.

Residential Living Standards

6.17 All proposed units have been designed in accordance with Hillingdon's minimum standard for Houses in Multiple Occupation and as such will meet or exceed all required floorspace levels. Furthermore, all habitable rooms will be served by generous glazing providing high quality outlook and sunlight/daylight for occupiers. Attractive views from the rear elevation of the site over Yiewlsey Recreational Ground will be provided of occupiers of Bedrooms 8, 9 and 10.

6.18 The existing HMO on site currently offers very limited facilities with only a small kitchen and laundry area and no reasonable scope for occupiers to interact or socialise outside of their own rooms. Conversely, the proposed scheme will provide a large communal living/dining/kitchen space at first floor for the benefit of all occupiers thus resulting in a significantly improved living environment.

6.19 Unfortunately there is no reasonable scope to provide external amenity space due to the unique constraints of the site as a rooftop extension within the defined District Centre. However the substantial Yiewsley Recreational Ground is located directly to the rear with pedestrian access just 70 metres from the site.

6.20 Accordingly, our view is that occupants will be able to access outdoor landscaped amenity space in close proximity to the site. In any case given the highly accessible nature of the location within the defined District Centre and its proximity to a wide range of shops and services occupiers are likely to have less need for amenity space.

6.21 The proposal therefore complies with DMHB16 of the Local Plan Part 2.

Impact Upon Neighbouring Properties

6.22 As new habitable room windows will only be positioned within the west and eastern elevations of the proposed roof extension it is not considered there will be any impact on neighbouring properties with Yiewsley recreational ground situated to the east whilst the High Street lies to the west.

6.23 The site has been occupied (in part) as an HMO for a considerable period of time and has not resulted in any complaints to the Council. Given the mixed commercial nature of the immediate local area, our view is that there is no reasonable potential for any unacceptable adverse impacts upon the occupiers of any neighbouring properties due to noise or the general comings and goings of residents.

6.24 As such the scheme complies with Policies DMHB11 and DMHB16 of the Local Plan Part 2.

Transport and Highways Impacts

6.25 Our view is that the addition of a large HMO in this location would not unduly impact upon highway performance or safety, particularly given that the site is accessible with a PTAL rating of 3 (good).

- 6.26 As such, the scheme complies with paragraph 111 of the NPPF which states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.27 This is further borne out by policy 6.1 of the London plan that confirms at sub paragraph E that HMO's should be car-free developments.
- 6.28 Our view therefore is that the scheme complies with the NPPF as well as Policy DMT6 of the Core Strategy and Policy 6.1 of the London Plan.

7 CONCLUSIONS

7.1 It is concluded that the scheme is in accordance with the NPPF and the Council's adopted Core Strategy. It therefore constitutes appropriate development and should be supported for the following reasons:

- The principle of extending an existing HMO on a previously developed site in a predominately residential location, within the urban area, is supported by national and local policy;
- The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. The document introduces guidance to confirm that local authorities should support opportunities to use the airspace above existing residential and commercial premises for new residential floorspace. The scheme has been designed in accordance with this guidance and will represent an efficient and effective use of an existing building;
- The application submission proposes a high quality design solution that has been informed by the site's constraints. The proposed roof extension has been designed to be subordinate to the host building and consistent with the design and form of the existing roofscape present within the local area. The extension has been carefully considered to be set back from all road facing elevations to minimise visual impact upon the street scene and will incorporate high quality external materials and a contemporary design form to ensure it will positively impact upon the appearance of the existing building and local area;
- The proposed scheme will provide significant improvements to the existing building with new painted render and regularised shop signage replacing the existing dilapidated render and out of character signage. In addition, the introduction of a symmetrical fenestration arrangement at second floor level will regularise the existing discordant fenestration at first floor level. Thereby, revitalising the building to bring a more positive contribution to the wider street scene.
- The overall standard of accommodation proposed is fully acceptable and of a high standard. The proposed development will provide a suitably high quality living environment for new residents by ensuring appropriate levels of privacy, outlook and internal floorspace areas which meet or exceed relevant target standards. In addition, the living environment for existing occupiers (at first floor level) will be significantly enhanced as the proposal provides enhanced communal areas at second floor level for existing occupiers use;
- The siting and scale of the proposed scheme and positioning of windows ensures that there will be no unacceptable adverse impacts upon the amenity of any neighbouring properties, and
- The site is within a sustainable location with a PTAL level of 3 and close proximity to local amenities and services, such the scheme accords with all relevant Transport, Highways and parking standards within the NPPF and London Plan.

7.2 Overall, the considered design approach enables the creation of a visually interesting scheme which maximises the efficiency of the site, delivers high quality residential accommodation for occupiers in

a sustainable location and ensures that the visual appearance of the host building will be enhanced (thus improving its relationship with the wider street scene).

- 7.3 The scheme adopts the principles of sustainable development in relation to social, economic and environmental factors as it delivers new residential floorspace which is accessible by a choice of travel modes including foot, cycle and public transport.
- 7.4 The scheme has been demonstrated to comply with all relevant national and local planning policies (most notably the NPPF, Policies DMTC1, DMH5, DMHB11, DMHB13, DMHB13A, DMHB16, DMCI7, DMT6 of the Local Plan Part 2 and Policies D3 and H9 of the London Plan) and should be considered acceptable.

Appendix 1

