

## 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	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>

## REFUSAL RECOMMENDED: GENERAL

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

## RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>

## 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	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
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.	<input type="checkbox"/>

## CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>

## CERTIFICATE OF LAWFULNESS

18.	ADVERTISMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

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

<b>Item No.</b>	<b>Report of the Head of Development Management and Building Control</b>		
<b>Address:</b>	289 WEST END ROAD RUISLIP		
<b>Development:</b>	Erection of a two storey building accommodating 2no. three-bed flats with associated parking and works, involving demolition of existing dwelling (revised plans 30.05.24)		
<b>LBH Ref Nos:</b>	<b>78436/APP/2024/915</b>		
<b>Drawing Nos:</b>	3433/6D 3433/5D 3433/4D 3433/3D 3433/7D B2A B1 3433/2 3433/1		
<b>Date Plans received:</b>	16-04-24	<b>Date(s) of Amendments(s):</b>	09-04-24
			15-04-24
<b>Date Application valid</b>	16-04-24		15-04-24

## 1. SUMMARY

The site is located on the corner of West End Road and Edwards Avenue. It is currently occupied by a brick built bungalow that is utilised as a single family three bed dwelling. The existing site benefits from two existing vehicular accesses off Edward's Avenue. Planning permission is sought for the erection of a two storey building accommodating 2no. three-bed flats with associated parking and works, involving demolition of existing dwelling.

It is considered that the size, scale and design of the proposed dwelling would not cause harm to the character and appearance of the area. The proposal would not adversely impact on the living conditions of neighbouring occupiers, and would provide a satisfactory provision of internal and external amenity space for future occupiers. Subject to conditions, it is considered that the proposal, would not pose unacceptable flood risk for future and neighbouring occupiers. The Council's Highways Officer is satisfied that the proposal would not lead to parking stress or present a risk to highway safety.

It is therefore recommended that the application be approved, subject to planning conditions.

## 2. RECOMMENDATION

**APPROVAL subject to the following:**

**1. RES3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990

**2. RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

B2A

3433/3D

3433/4D

3433/5D

3433/6D

3433/7D

and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

**3. COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

**4. HO3 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following tree protection measures have been completed in accordance with the specified supporting plans and/or documents:

Arboricultural Impact Assessment April 2024

Tree Protection Plan - TPP\_289WESTENDRD\_3 Rev A

Thereafter the development shall be retained/maintained in accordance with these details for as

long as the development remains in existence.

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

#### 5. RES9 Landscaping (car parking & refuse/cycle storage)

Notwithstanding the approved details and prior to any works on site above damp proof course level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

-

##### 1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

##### 2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments
- 2.b Car Parking Layouts for two vehicles (including 2no. 7Kw active electrical charging points)
- 2.c Details of secured and covered cycles stand for at least two bicycles per dwelling

##### 3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

##### 4. Details of refuse and recycling storage

- 4.a Details of secured and covered bin storage including specification and location.

##### 5. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and T6.1 of the London Plan (2021).

#### 6. NONSC Non Standard Condition

The tree(s) to be felled in pursuance of this consent shall be replaced with three trees as shown on the site layout plan 3433/3D. The replacement tree(s), which shall be of 'Standard' size (about 2-3m high) and short-staked for support, shall be planted during the first planting season following the felling works hereby permitted. Thereafter, the replacement tree(s) shall be retained indefinitely and maintained (watered and weeded during the spring and summer) for at least 2-3 years, or until established.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### 7. NONSC Non Standard Condition

Prior to commencement of use hereby permitted the easternmost vehicular crossover shall be extended and the westernmost redundant crossover shall be reinstated which must be constructed in accordance with the London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (2023) at the applicant's/ developer's expense. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

#### REASON

To be in accordance with the London Plan 2021 Policy T6.1 Residential Parking.

#### 8. NONSC Non Standard Condition

No building or use hereby permitted shall be occupied until a Parking Design and Management Plan which as a minimum should detail how parking spaces would be allocated and leased, not sold, has been prepared, submitted to and approved in writing by the Highway Authority. The measures shall thereafter be implemented in accordance with the approved Parking Design and Management Plan for the lifetime of the development.

#### REASON

To be in accordance with the London Plan 2021 Policy T6 Residential Parking.

#### 9. RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **10. OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction logistics plan to the Local Planning Authority for its approval. The plan shall detail:

- Site working hours.
- The CLP must ensure construction deliveries are between the hours of 10:00 and 15:00 to avoid congestion during school drop off and collection times.
- Number of vehicle movements generated by the construction phase of the development and type/size of vehicles.
- Drawings and documentation showing location and quantity of contractor parking and off-street parking facilities for all vehicles linked to the site
- Drawings and documentation showing contractor compound including office, welfare facilities, materials and waste storage.
- HGV routes to and from the site
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. All vehicles must pass through a wheel wash facility. Details will be required
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site.
- All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered
- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

#### **REASON**

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### **11. NONSC Step Free Access**

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. The measures implemented as approved shall be retained thereafter.

#### **REASON**

To ensure that the dwelling is of an inclusive and accessible design in accordance with Policies D5 and D7 of the London Plan (2021).

#### **12. NONSC Category 2 M4(2) dwelling**

The ground floor dwelling hereby approved shall be constructed to meet the standards for a Category 2, M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

#### **REASON**

To ensure that the dwelling is of an inclusive and accessible design in accordance with Policies D5 and D7 of the London Plan (2021).

### **13. RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development and will:

- i. Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. A timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme should also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and:

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development.
- vi. Details of how the dwelling will achieve 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 optional requirement defined within Approved Document G of the Building Regulations).

#### **REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policies SI 12 and SI 13 of the London Plan (2021).

### **14. RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

#### **REASON**

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020).

### **15. RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing numbers 5 and 9 Stanley Road.

#### **REASON**

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

## 16. RES13 Obscure Glazing

The side windows facing 291 and 291a West End Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

### REASON

To prevent overlooking to adjoining properties in accordance with policies DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

## INFORMATIVES

### 1. I52 Compulsory Informative (1)

The decision to GRANT 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. I70 LBH worked applicant in a positive & proactive (Granting)

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 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, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### 3. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingsdon.gov.uk](mailto:planning@hillingsdon.gov.uk). The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:

[www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as

a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

#### 4. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

#### 5. I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

#### 6. I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

#### 7. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to

the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

#### **8. IT05 Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

### **I53 Compulsory Informative (2)**

The decision to GRANT 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 2021 and national guidance.

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
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 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
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
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
LPP T6.1	(2021) Residential parking

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is located on the corner of West End Road and Edwards Avenue. It is currently occupied by a brick built bungalow that is utilised as a single family three bed dwelling. The existing site benefits from two existing vehicular accesses off Edward's Avenue.

Number 291 and 291A are maisonettes located to the south east of the application site. Number 46 Mahlon Avenue is a bungalow located to the rear of the site. Adjacent to the site is recently constructed building housing Flats 1 to 5 Northwick Lodge.

The application site is not located in a Conservation nor Area of Special Local Character. The site has a PTAL rating of 2 and is in Flood Zone 1.

#### **3.2 Proposed Scheme**

Planning permission is sought for the erection of a two storey building accommodating 2no. three-bed flats with associated parking and works, involving demolition of existing dwelling

#### **3.3 Relevant Planning History**

##### **Comment on Planning History**

No relevant history.

### **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

18 neighbours and South Ruislip Residents Association were consulted on 22-04-24. Following a reconsultation, the consultation period expired on 13-06-24. One representation was received in support of the proposal. One representations were received as summarised below:

- Concerns regarding future HMO on site
- Concerns regarding use, numbers of families on site
- Concerns if the flats were to be rented out
- Concerns regarding building hours

Planning Officer comments:

Planning permission would need to be sought for a HMO on site, this is not currently being considered as part of this application (1).

The building would provide 2 three bed family dwellings (2).

This is not a material planning consideration (3).

An informative will be added regarding building noise and a condition will secured the details of a Construction Logistics Plan (4).

### ACCESS OFFICER:

In assessing this application, references made to the London Plan and its contained policies D7 and H2. The proposal is to demolish the existing bungalow to make way for a new structure comprising three flats. For the purposes of Policy H2, this is a small site requiring the only ground floor to meet M4(2) standards set out in Approved Document M to the Building Regulations 2010 (2015 edition). No concerns are raised subject to the following Conditions attached to any approval: 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. The measures implemented as approved shall be retained thereafter. 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 ground floor dwellings hereby approved shall be constructed to meet the standards for a Category 2, M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015. REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan policy D7 and H2, is achieved and maintained.

### HIGHWAYS:

#### Site Description

The application site is located on A4180 West End Road, a classified residential road with a 30mph speed limit and double yellow line waiting restrictions preventing loading at any time. The application site is located at the junction of A4180 West End Road with Edwards Avenue, a residential cul de sac with a cycleway bypass which is subject to a 30mph speed limit and is within parking management scheme SR which restricts parking to Permit Holders only Mon-Fri 9am-5pm and lorries and coaches Midnight-8am and 6.30pm-Midnight.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b

where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole suggesting that there are few opportunities for trips to be made to and from the application site by modes other than the private car which fails to concur with National Planning Policy Framework (NPPF) 9: Promoting Sustainable Transport and The Mayor's Transport Strategy which aims to encourage people to walk, cycle and travel by public transport.

#### Access

The application proposes to demolish the existing bungalow to provide 2no. three-bedroom dwellings. The existing site has 2no. vehicle crossovers from Edwards Avenue. Vehicular access to the application site would be gained over the easternmost vehicle crossover which would require extension to accommodate 2no. car parking spaces which should concur with London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (DVFC) 4.3 Alteration of Crossover.

The westernmost vehicle crossover to the application site which is closest to A4180 West End Road should be returned to footway with kerbs raised to concur with DVFC.

Drawing 3433/3 titled Layout Plan shows that Lamp Column 21 on Edwards Avenue would require relocation which may be problematic as Lamp Column 21 is located between the existing crossover to 46 Mahlon Avenue at the rear of the application site. The Street Lighting Engineer should be consulted.

All works to the adopted highway including raising kerbs, reinstating the existing westernmost vehicle crossover, extending the easternmost crossover and relocating/replacing Street Lighting Column 21 would need to be constructed to concur with DVFC and carried out under s.184 Highways Act 1980 agreement at the applicant's/ developer's expense.

#### Car Parking

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings in Outer London PTAL ranking of 2 with three or more bedrooms to have up to a maximum of 1no. car parking space. Drawing 3433/3 titled Layout Plan shows that the application site would provide 2no. car parking spaces at the rear of the application site which would be an acceptable level of parking.

The London Plan Policy T6: Car Parking - Paragraph J states that a Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking would be designed and managed, with reference to Transport for London guidance on parking management and parking design. A Parking Design and Management Plan would therefore be required that should ensure that all car parking spaces are allocated and leased, not sold, to the dwellings to which they serve and should be secured by condition.

The applicant should be advised that a condition would be required preventing residents of the proposed dwellings joining Parking Management Scheme SR or any other parking management schemes in the locality which would be provided at the applicant's/developer's expense and secured under a s.106. agreement.

#### Electric Vehicle Charging Points (EVCP's)

The London Plan (2021) requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The Design and Access

Statement states that EVCPs would be provided, however, this has not been shown on Drawing 3433/3 titled Layout Plan. 1no. active 7Kw EVCPs should be provided for each carparking space which could be conditioned.

#### Cycle Parking

The London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires dwellings with 2no. or more bedrooms to have a minimum of 2no. secure and undercover long stay cycle parking spaces. Drawing 3433/3 titled Layout Plan shows 2no. cycle stores which would be an acceptable level of cycle parking however an access path between the cycle stores and the adopted highway surfaced in a bound material should be provided which could be conditioned.

#### Construction Logistics Plan

Should the applicant submit a full application concerns would be raised regarding the demolition and construction phase of the development which may impact upon traffic movements and highway safety on A4180 West End Road, a classified road. A Construction Logistics Plan (CLP) would be required, which could be conditioned, that clearly demonstrates how all risks to personal safety would be managed. It should also detail how interaction between construction traffic and vehicles already on the network would be planned which should concur with Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021) [https://www.clocs.org.uk/resources/clp\\_guidance\\_clocs\\_final.pdf](https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf)

As a minimum the CLP should include but not be restricted to the following:-

- Site working hours.
- The CLP must ensure construction deliveries are between the hours of 10:00 and 15:00 to avoid congestion during school drop off and collection times.
- Number of vehicle movements generated by the construction phase of the development and type/size of vehicles.
- Drawings and documentation showing location and quantity of contractor parking and off-street parking facilities for all vehicles linked to the site
- Drawings and documentation showing contractor compound including office, welfare facilities, materials and waste storage.
- HGV routes to and from the site
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. All vehicles must pass through a wheel wash facility. Details will be required
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site.
- All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered
- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough

#### Recommendation

The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application but would require the following conditions to be applied to any approval:

#### Conditions

Prior to commencement of use hereby permitted the easternmost vehicular crossover shall be extended and the westernmost redundant crossover shall be reinstated which must be constructed in accordance with the London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy

(2023) at the applicant's/ developer's expense. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

REASON: To be in accordance with the London Plan 2021 Policy T6.1 Residential Parking.

No building or use hereby permitted shall be occupied until a Parking Design and Management Plan which as a minimum should detail how parking spaces would be allocated and leased, not sold, has been prepared, submitted to and approved in writing by the Highway Authority. The measures shall thereafter be implemented in accordance with the approved Parking Design and Management Plan for the lifetime of the development.

REASON: To be in accordance with the London Plan 2021 Policy T6 Residential Parking.

No works shall commence on site until the applicant has entered a 1990 Town and Country Planning Act s.106 legal agreement with the council that prohibits future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site of the new development.

REASON to be in accordance with the London Plan Policy T6.1 Residential Parking.

Prior to the commencement of construction works, details of 2no. 7Kw active EVCP shall be submitted to and approved in writing by the LPA. The works shall be installed in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

REASON: To be in accordance with the London Plan 2021 Policy T6.1 Residential Parking.

#### Informatives

The development hereby approved includes the carrying out of alterations to a vehicular access, relocating a lamp column and reinstating a redundant crossover. Prior to undertaking work on the adopted highway you will require a section 184 licence from the Highway Authority. The works shall be to the specification, constructed to the satisfaction of the Highway Authority and carried out at the applicant's/developers expense. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the London Borough of Hillingdon website <https://www.hillingdon.gov.uk/dropped-kerb-form>

Following consultation with the Street Lighting engineer, the plans were revised to ensure there was no impact:

The applicant has submitted Drawing 3433/3C titled Layout Plan which shows the extension to the proposed vehicle crossover which would be acceptable and should be carried out under s.184 Highways Act 1980 agreement at the applicant's/ developer's expense.

The Street Lighting Engineer has confirmed that the proposed widening of the existing vehicle crossover adjacent to Lamp Column 21 on Edwards Avenue would be acceptable.

The Highway Authority would therefore raise no objection to the application on highway grounds subject to the Conditions from Highway Comments dated 14 May 2024, which are attached below, being applied to any approval.

Planning Officer comment:

The proposed conditions by Highways are noted.

It is consider unreasonable given the scale of the proposal and (the fact that parking provision is in

line with the policy requirements) to seek a 1990 Town and Country Planning Act s.106 legal agreement with the council that prohibits future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site of the new 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

### Part 2 Policies:

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
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 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
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
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
LPP T6.1	(2021) Residential parking

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) (2023) 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**

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

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.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The

Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

It is noted that there are four side elevation windows which face the side of Northwick Lodge. The application site is located on a corner and as such it is considered that there are no concerns raised regarding the amenity of the adjacent flats (1 to 5 Northwick Lodge) given the development as they are separated by a road and approx. 16m.

No. 291 and No.291a are located next to the application site and is two storey building with no windows on the flank elevation facing the application site. The side elevations windows would be obscured and non-opening below 1.8m secured by condition. The scheme would be set off the mutual boundary by 1.5m and marginally project past the rear building line. Therefore, the proposal would not adversely impact on the living conditions of neighbouring occupiers at No.291 and 291a , in terms of outlook, light, privacy, sense of enclosure and overbearing impact.

To rear of the site is a detached bungalow (No. 46 Mahlon Avenue). The proposed rear elevation is situation 21m from the rear elevation of the bungalow and in addition, the applicant has submitted a 25 degree angle to demonstrate the proposal would not adversely impact on the living conditions of neighbouring occupiers at No.46 , in terms of outlook, light, privacy, sense of enclosure and overbearing impact.

Having regard to the above, it is considered that the proposal would not adversely impact on the living conditions of neighbouring occupiers. The proposal therefore accords with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), in this respect.

## **7.2 Impact on Street Scene**

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) requires development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states, amongst other things, 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;

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; and ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area.

The proposed dwelling would measure approximately 10 metres wide and at max 10 deep and 8.1 metres high. When viewed against the neighbouring houses on West End Road, it is considered that the size of the proposed replacement dwelling would reflect of the immediate context and the somewhat generous size of the plot in which it would be set in on both sides thereby ensuring the openness of the site is maintained.

The main front elevation of the proposed dwelling would be in alignment with the existing front building line. To the rear the development would not extend beyond the existing house and marginally past the rear elevation of the neighbouring dwelling. As such, the development would respect the pattern of development within the local area. The height of the proposed dwelling is lower than the neighbouring dwelling at No.291/291a which creates a transition between the dwellings. It is also noted that a larger development of flats were approved on the adjacent corner (ref:1084/APP/2018/291).

In terms of design, the proposed dwelling would feature two slightly projecting hipped features to the front. The proposed dwelling would feature a hipped roof which would be in keeping with street scene. Full details of materials, including sample images and production specifications would be secured by condition to ensure the delivery of a high quality development.

Having regard to the above, it is considered that the proposed development, in terms of its size, scale and design would not unduly impact on the character, appearance and visual amenities of the street scene. The proposal therefore accords 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 Two - Development Management Policies (2020) and Policies D3 and D4 of the London Plan (2021).

### **7.3 Traffic Impact/Pedestrian Safety**

Covered in the following section of this delegated report.

### **7.4 Carparking & Layout**

The application site is located on A4180 West End Road, a classified residential road with a 30mph speed limit and double yellow line waiting restrictions preventing loading at any time. The application site is located at the junction of A4180 West End Road with Edwards Avenue, a residential cul de sac with a cycleway bypass which is subject to a 30mph speed limit and is within parking management scheme SR which restricts parking to Permit Holders only Mon-Fri 9am-5pm and lorries and coaches Midnight-8am and 6.30pm-Midnight.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole suggesting that there are few opportunities for trips to be made to and from the application site by modes other than the private car which fails to concur with National Planning Policy Framework (NPPF) 9: Promoting Sustainable Transport and The Mayor's Transport Strategy which aims to encourage people to walk, cycle and travel by public transport.

#### Access:

The application proposes to demolish the existing bungalow to provide 2no. three-bedroom dwellings. The existing site has 2no. vehicle crossovers from Edwards Avenue. Vehicular access to the application site would be gained over the easternmost vehicle crossover which would require extension to accommodate 2no. car parking spaces which should concur with London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (DVFC) 4.3 Alteration of Crossover.

The westernmost vehicle crossover to the application site which is closest to A4180 West End Road should be returned to footway with kerbs raised to concur with DVFC.

The applicant has submitted Drawing 3433/3C titled Layout Plan which shows the extension to the proposed vehicle crossover which would be acceptable and should be carried out under s.184 Highways Act 1980 agreement at the applicant's/ developer's expense.

The Street Lighting Engineer has confirmed that the proposed widening of the existing vehicle crossover adjacent to Lamp Column 21 on Edwards Avenue would be acceptable.

#### Car Parking:

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings in Outer London PTAL ranking of 2 with three or more bedrooms to have up to a maximum of 1no. car parking space. Drawing 3433/3 titled Layout Plan shows that the application site would provide 2no. car parking spaces at the rear of the application site which would be an acceptable level of parking in line with the policy.

The London Plan Policy T6: Car Parking - Paragraph J states that a Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking would be designed and managed, with reference to Transport for London guidance on parking management and parking design. A Parking Design and Management Plan would therefore be required that should ensure that all car parking spaces are allocated and leased, not sold, to the dwellings to which they serve and should be secured by condition.

#### Electric Vehicle Charging Points (EVCP's)

The London Plan (2021) requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The Design and Access Statement states that EVCPs would be provided, however, this has not been shown on Drawing 3433/3 titled Layout Plan. 1no. active 7Kw EVCPs should be provided for each carparking space which could be conditioned.

### Cycle Parking

The London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires dwellings with 2no. or more bedrooms to have a minimum of 2no. secure and undercover long stay cycle parking spaces. Drawing 3433/3 titled Layout Plan shows 2no. cycle stores which would be an acceptable level of cycle parking however an access path between the cycle stores and the adopted highway surfaced in a bound material should be provided which could be conditioned.

### Construction Logistics Plan

Concerns are raised regarding the demolition and construction phase of the development which may impact upon traffic movements and highway safety on A4180 West End Road, a classified road. A Construction Logistics Plan (CLP) would be required, which could be conditioned, that clearly demonstrates how all risks to personal safety would be managed. It should also detail how interaction between construction traffic and vehicles already on the network would be planned which should concur with Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021)

[https://www.clocs.org.uk/resources/clp\\_guidance\\_clocs\\_final.pdf](https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf)

As a minimum the CLP should include but not be restricted to the following:-

- Site working hours.
- The CLP must ensure construction deliveries are between the hours of 10:00 and 15:00 to avoid congestion during school drop off and collection times.
- Number of vehicle movements generated by the construction phase of the development and type/size of vehicles.
- Drawings and documentation showing location and quantity of contractor parking and off-street parking facilities for all vehicles linked to the site
- Drawings and documentation showing contractor compound including office, welfare facilities, materials and waste storage.
- HGV routes to and from the site
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. All vehicles must pass through a wheel wash facility. Details will be required
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site.
- All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered
- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough

The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application, subject to conditions.

## 7.5 Urban Design, Access and Security Considerations

### INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:

- One storey 3-bed 4 person unit should provide a minimum of 74 square metres GIA; with 2.5sqm of built in storage.

The proposed development would provide the following:

Unit 1 (ground floor) - One storey 3-bed 4 person unit 74 square metres GIA; 2.63sqm storage  
Unit 2 (first floor) - One storey 3-bed 4 person unit 87.7 square metres GIA; 2.05sqm storage

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

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).

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.

As demonstrated above, both proposed units would meet the minimum space standard requirement set out in Policy D6 of the London Plan (2021). However, unit 2 would fall short of the storage requirements by 0.45sqm. Given the GIA provides floorspace within excess of the minimum requirements it is considered to provide a good standard of accommodation. Each of the proposed double bedrooms would have a floor area of at least 11.5 square metres, and the single bedrooms have a floor area of at least 7.5 square metres.

All the habitable rooms would be served by windows fitted in the front or rear elevation, thereby providing adequate levels of light and outlook.

On the above basis, it is considered that the proposed development would provide satisfactory internal living conditions for future occupants, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 -Development Management Policies (2020) and Policy D6 of the London Plan (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. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires flats with three bedrooms should provide a minimum of 30 square metres of private useable amenity space.

The proposed development would provide the following private amenity space provision:

Unit 1 - approx. 68 square metres excluding side passage way

Unit 2 - approx. 58 square metres excluding side passage way

The figures quoted above do not include the side passageways leading to the rear gardens because these areas do not constitute as 'useable private amenity space'. There is an acceptable provision of private amenity space that would be afforded to the future occupiers of the proposed dwellings.

The proposal would be in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). This disadvantage of the scheme would need be weighed against the benefits of the scheme as part of the planning balance assessment discussed

in section 7.22 of this Committee Report.

## **7.6 Other Issues**

### **PRINCIPLE OF DEVELOPMENT:**

Paragraph 123 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Policy GG4 of the London Plan (2021) seeks to ensure that more homes are delivered. This is reinforced by Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012) which gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Plan policies.

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) states that the Council will support development proposals that would not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas.

It is noted that the existing dwelling is a single dwelling. There is no objection, in principle, to the creation of an additional residential unit in this location in land use terms. However, this would be subject to the proposal being in accordance with all relevant planning policies and guidance in the Development Plan.

### **HOUSING MIX:**

Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will 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 need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom plus properties, as identified in the Strategic Housing Market Assessment 2016.

In accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised, to address local needs.

The proposed development would provide two 3-bedroom flats, which would make a net contribution of one family sized dwelling towards the Borough's need for family sized housing.

Accordingly, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

### **DENSITY:**

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. 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 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 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report.

#### 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 is a street tree (T1) and tree to front elevation (T2) and a group of trees in the back garden. In the event of an approval, details of soft landscaping scheme would be secured by a condition.

The applicant has submitted a Tree Survey and protection plan which shows the removal of G1 and T2. In replacement plan numbered 3433/3C shows the re-provision of two apple trees.

Subject to the above conditions, it is considered that the proposed development would not cause harm to the health of any of the trees that would be retained on the site, and would protect the verdant character of the local area. The proposal therefore accords with Policies DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G7 of the London Plan (2021).

#### INCLUSIVE DESIGN AND ACCESS:

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwelling meeting Category M4(2) 'accessible and adaptable dwellings'.

If planning permission were to be granted, relevant conditions would be attached to the permission (i.e., 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). Subject to such conditions, the proposal would accord with Policies D5 and D7 of the London Plan (2021).

## 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 lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 annual probability of fluvial and tidal flooding. Notwithstanding this point, all development applications for residential development should actively demonstrate how water generated by the site shall be managed within the site boundary.

In the event of approval, a condition would be secured requiring a sustainable water management scheme, with the incorporation of Sustainable Urban Drainage Systems (SUDS), to be submitted to the Council for consideration.

Subject to the above conditions, it is considered that the proposal would not significantly increase the risk of flooding at the site or elsewhere, in compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

## SUSTAINABILITY:

Policy DMEI 10 of the London Plan (2021), inter alia, requires water efficiency measures in new development. These measures include the collection and reuse of rain water and grey water, as well as a requirement for water usage rates to not exceed 105 litres/person/day. In the event of an approval, these requirements would be secured by condition.

Subject to the above condition, the proposal would be compliant with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

## BIODIVERSITY NET GAIN:

The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% biodiversity net gain (BNG) from January 2024. Paragraph 174 of the NPPF (2023) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

There are a number of exemptions for biodiversity net gain requirements. This includes a development that does not impact a priority habitat and impacts less than:

- 25 square metres (5m by 5m) of on-site habitat; and
- 5 metres of on-site linear habitats such as hedgerows.

This exemption applies to the proposed development. The proposed works cover the footprint of the existing property and an additional ground area of 28m<sup>2</sup>, most of which is currently hardstanding as shown in the attached drawing. Therefore the proposal impacts less than 25m<sup>2</sup> of on-site habitat. The development does not deliver any biodiversity value and it is considered to be acceptable in this instance.

#### 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 (2023)

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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