

Report of the Head of Development Management and Building Control

Address: 90 LONG LANE ICKENHAM

Development: Demolition of the existing detached, single dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities.

LBH Ref Nos: 8905/APP/2023/2419

Drawing Nos: 10523/Eles (Existing elevations)
3321-05 (Proposed upper floor plans and roof plan)
Arboricultural Impact Assessment Ref TH3988
3321-01
3321-02
3321-03 Rev A
3321-04 Rev A
150523/Topo
3321-06
3321-07 Rev A
150523/Topo
150523/Grd
3321-SK1
Design and access statement dated July 2023

Date Plans received: 11-08-2023 **Date(s) of Amendments(s):**

Date Application valid 11-08-2023

1. SUMMARY

The application seeks full planning consent for the demolition of the existing detached, single, dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities. Given the recent limited introduction of flatted developments on Long Lane, most notably at No.88 Long Lane, the demolition of the existing property is on balance, acceptable, in principle.

In the absence of any family sized flats (i.e. three-bedrooms or more), the proposal has failed to demonstrate that the development would provide a suitable housing mix. Given the depth, scale and massing of the proposal, the neighbouring occupiers would experience a sense of enclosure and overbearing impact. In the absence of a BRE daylight/sunlight study, the proposal fails to demonstrate that it would not result in an unacceptable loss of light or cause overshadowing issues for the existing occupiers. In addition, given the siting, size, width, scale, massing and design, the proposed development would be detrimental to the character, appearance and visual amenities of the

street scene and the setting of the Ickenham Village Conservation Area. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ickenham Village Conservation Area.

It is considered that the quantity and quality of internal and external amenity space being provided would be sufficient to serve the sizes and number of proposed dwellings at the site. However, Highways have raised objections given the proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site. Moreover, the proposal fails to demonstrate how it would achieve high standards of fire safety and emergency evacuation arrangements.

The removal of category A and B trees to the front of the site has not been fully justified. Their removal is needed to implement development and given that most of these trees are in good/normal physical and structural condition it has not been fully justified. These trees provide a level of value to the local character and contribute to biodiversity and habitat.

In the absence of a detailed fire statement or comprehensive plan demonstrating highest standards of fire safety, it has not been possible to assess whether the scheme would meet the criteria set out in Policy D12 of the London Plan

It is therefore recommended that the application be refused for the reasons set out in the following sections of this Committee Report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Housing mix

The proposed development fails to provide any three or more bedroom (family sized) units. Robust justification has not been provided to demonstrate that the provision of family sized units would be unsuitable or unviable. The proposal would therefore not provide a suitable mix of housing to support sustainable, inclusive and mixed communities contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2023).

2. NON2 Character and appearance

The proposed development, by reason of its siting, size, width, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ickenham Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

3. NON2 Neighbouring amenity impacts

Due to its depth, scale, bulk, siting and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of outlook to the residents of Nos 88 and 92 Long Lane. Furthermore, in the absence of a BRE daylight and sunlight assessment the application has failed to demonstrate that the proposed development would not lead to a loss of light or significant overshadowing to both adjoining neighbouring properties. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

4. NON2 Highways

The proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site which due to the increased number of vehicular movements onto a classified road would result in danger and inconvenience which fails to concur with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T2, T4 and T5 of the London Plan (2021) and NPPF (2023). The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

5. NON2 Trees

The application has failed to justify the need for the layout of development which includes the removal of category A and B value trees. Accordingly, the development would result in adverse and irreversible impacts to landscaping, trees, biodiversity or other natural features of merit, detrimental to the visual amenities of the area and Ickenham Village Conservation Area, contrary to paragraph 136 of the National Planning Policy Framework (2023), Policy G7 of the London Plan (2021), and Policies DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

6. NON2 Fire safety

The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community

Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

153 **Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

LPP G7	(2021) Trees and woodlands
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north-western side of Long Lane, some 80m to the north-east of its junction with Swakeleys Drive. It comprises an attractive detached house, set back from the road on a large plot with a deep rear garden.

The subject dwelling along with the majority of the adjoining detached houses to the south-west (Nos. 90 to 98 Long Lane) are of individual architectural design and have a spacious character with large gardens to the rear. The dwellings are set well back from the road, in an informal setting with a staggered relationship to the road frontage. To the north east, is a flatted development at No.88 Long Lane and beyond that is the Cardinal Hume Campus of the Douay Martyrs School (which contains a locally listed building). To the south west is 92 Long Lane, another large two storey dwelling of individual architectural merit set back from the highway with gable features including a front projection and two dormer windows. Dormy House and the rear garden of No. 2 adjoins the rear boundary of the application property.

The character of the area has gained recognition through its inclusion within the Ickenham Village Conservation Area. The application site and the neighbouring property to the rear (known as Dormy House) are also covered by Tree Preservation Orders (TPOs 438 and 482a refer). The site lies in Flood Zone 1 and has a PTAL rating of 2 (Poor).

3.2 Proposed Scheme

The application proposes the demolition of the existing detached, single dwelling and the erection of a building consisting of 9 no. two-bedroom flats, with associated parking and amenities.

It is noted that the description has been revised to omit the reference to one bedroom flats as the proposal does not propose any one bedroom units.

3.3 Relevant Planning History

8905/E/78/0680 90 Long Lane Ickenham
Householder development - residential extension(P)
Decision: 28-06-1978 Approved

8905/G/80/0936 90 Long Lane Ickenham
Householder development - residential extension(P)
Decision: 02-07-1980 Approved

8905/H/86/1028 90 Long Lane Ickenham
Alterations to elevation (P)
Decision: 09-07-1986 Approved

8905/K/86/1756 90 Long Lane Ickenham
Householder dev. (small extension,garage etc) (P)
Decision: 08-12-1986 Approved

8905/M/90/0457 90 Long Lane Ickenham
Extension to existing vehicular crossover
Decision: 25-04-1990 Approved

Comment on Relevant Planning History

The relevant planning history is referenced above.

4. Planning Policies and Standards

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.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 2 Reducing Carbon Emissions

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

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DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

NPPF11 - NPPF11 23 - Making effective use of land
23

NPPF12 - NPPF12 23 - Achieving well-designed and beautiful places
23

NPPF16 - NPPF16 23 - Conserving and enhancing the historic environment
23

NPPF14 - NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
23

NPPF2 - NPPF2 2023 - Achieving sustainable development
23

NPPF4 - NPPF4 23 - Decision making
23

NPPF5 - NPPF5 23 - Delivering a sufficient supply of homes
23

NPPF9 - NPPF9 23 - Promoting sustainable transport
23

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

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

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LPP GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP DF1 (2021) Delivery of the Plan and Planning Obligations

LPP D12 (2021) Fire safety

LPP G7 (2021) Trees and woodlands

LPP H1 (2021) Increasing housing supply

LPP H10 (2021) Housing size mix

LPP HC1 (2021) Heritage conservation and growth

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 20th September 2023

5.2 Site Notice Expiry Date: 19th September 2023

6. Consultations

External Consultees

45 neighbouring properties were consulted by letter on 21st of August 2023. The consultation period expired on 12th of September 2023. 8 objections were received. Their comments are summarised as follows:

- 1) Density concerns
- 2) Character and appearance - Not in keeping with the area; the overall scale of the building and design greater than anything within the area.
- 3) Impact on Ickenham Village Conservation Area
- 4) Set a precedence for similar developments (flats inappropriate development on this site) Different site context to no.88
- 5) Loss of family dwelling
- 6) Loss of light / overshadowing; Loss of privacy

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- 7) Traffic / Parking concerns (during and after construction)
- 8) Pollution / Sustainability concerns
- 9) Environmental and ecological concerns
- 10) No energy or carbon savings demonstrated
- 11) Concerns regarding damage / loss of trees on site and on adjoining land
- 12) Concerns regarding flooding
- 13) Noise concerns, including from waste collections and the location of cycle storage; construction disruption
- 14) Devalue neighbouring properties
- 15) Concerns regarding anti-social behaviour / criminal activity
- 16) Concerns regarding foundations of neighbouring dwellings

PLANNING OFFICE RESPONSE: In regards points 1-13, these are addressed in the main section of the report under the relevant headings. The proposal's impact on the character and appearance of the area and Conservation Area, neighbouring residential amenities, parking, trees, flooding and refuse storage are covered in the main body of this Committee Report.

In regards points 7 and 13, if the application were to be approved, a condition can be secured requiring the submission of a Construction Management Plan to minimise noise, disruption and pollution. The Highway's Officer has assessed carparking and access concerns within the Highway/Car parking section of the report.

In terms of point 14 regarding the valuation of property, this is not a material consideration in the planning assessment.

In regards points 15, it has been noted from the comments received that the site had some previous criminal activity however this current application does not propose any illegal activities. In terms of security by design, Officers are satisfied that the scheme would create new units thereby improving the security of the site due to the level of presence and surveillance from windows. This is likely therefore to reduce any potential anti-social behaviour if the site is occupied.

Point 16 raises concerns of the structural implications of the new and existing buildings. Were planning permission to be granted for the removal and rebuild of the building, a construction management plan would be secured via condition. The development would also need to comply with regulations outside the realms of the planning assessment including the Building Act and Environmental Regs. The Building Act would deal specifically with the structural side of any new development. If this application had been recommended for approval, an informative would have been included regarding Control of Environmental Nuisance from Construction Work.

PETITION:

A petition in objection to the application has been received (21 signatures). The petition states the signatories are against the application and the application should not be granted.

ICKENHAM RESIDENTS ASSOCIATION:

We would like to draw your attention to the fact that the application references erection of a building consisting of 9no. one and two bedroom flats. The plans show all the flats to be 2 bedrooled.

We are aware that the Inspectorate had removed the 10% rule allowed for flats in residential roads, but it is worrying to think of the extra traffic and parking involved, should this development go ahead especially

given the flat development at no. 88. There would be a minimum of 9 cars adding to the traffic congestion, which is already extremely high in Long Lane.

The Association strongly objects to this application.

PLANNING OFFICER RESPONSE: The points raised by Ickenham Residents' Association have been noted. Material planning considerations are discussed in the following sections of this report.

Internal Consultees

ACCESS OFFICER:

This proposal involving the demolition of a single dwelling house and its replacement with a three-storey building comprising 9 flats has been assessed against the requirements of London Plan Policy D7 and H2 with no accessibility concerns raised. The size of the plot is approximately 0.22 hectares and therefore falls within the criteria of a small site as prescribed by London Plan Policy H2. As lift access is not a requirement in such circumstances, Policy D7 requires the ground floor units to meet the Technical Requirements set out in Approved Document M to the Building Regulations 2010 (2015 edition). The plans are satisfactory and there are no accessibility concerns at this stage of development control. However, the following conditions should be 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. Such provision shall remain in place for the life of the building.

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

The development hereby approved shall ensure that all ground floor units accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building. **REASON:** To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan.

HIGHWAYS OFFICER:

The application site is located on B466 Long Lane, a classified road with a 30mph speed limit which is subject to single yellow line parking restrictions Monday - Saturday between 8am and 6.30pm. An advisory cycle lane runs along Long Lane across the site frontage.

The application site is located in an area with a PTAL ranking of 2 indicating that the proposal would be located in an area with poor access to public transport 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

Vehicular and pedestrian access to the site will be gained over the existing gated access which is located 2m back from the adopted highway which will not be acceptable as vehicles entering or leaving the site will be required to wait on B466 Long Lane whilst gates are opened or closed, causing obstruction and

affecting the free flow of traffic on Long Lane to the detriment of highway safety. Gates should be located a minimum of 5m back from the highway boundary to allow a vehicle to wait off the highway.

The proposed access also fails to concur with The Mayor's Transport Strategy (2022) which aims to make walking and cycling more appealing to all Londoners and The London Plan (2021) - Chapter 10 Transport as the proposal will put pedestrians and cyclists in conflict with cars. An additional access gate will therefore be required for pedestrians/cyclists which should be wide enough to allow a cyclist pushing a cycle to pass and to comply with the London Cycling Design Standards (LCDS) 8.5.3 Residential Cycle Parking which requires cycle parking to be well located, close to the entrance of the property and avoiding obstacles such as narrow doorways (less than 1.2 metres wide) and tight corners. Revised drawings will be required.

Parking

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards requires all dwellings in Outer London PTAL 2 to have a maximum 0.75no. spaces. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 9no. parking spaces which will be acceptable, however, the parking spaces will be required to be allocated and leased to the dwellings which should be secured under a s.106 agreement. A Parking Management Plan will be required.

Electric Vehicle Charging Points (EVCPs)

The London Plan (2021) requires that an EVCP is provided for the proposed parking spaces. The Application form states that 9no. passive EVCPs will be provided which will not be acceptable. 20% of the EVCPs should be active and therefore the application form should be amended and the EVCPs shown on a revised drawing.

Cycle Parking

The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires two- bedroom dwellings to have a minimum of 2no. cycle parking spaces and that developments of 5-40 dwellings provide 2 visitor cycle parking space which should be provided with acceptable access between the dwelling, the cycle storage and the adopted highway. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 18no. cycle spaces which is an acceptable level of cycle parking for the dwellings, however, 2 visitor cycle parking spaces will be required which should be located close to the main access to the flats. 1no. 'Sheffield' type cycle stand would be acceptable.

Following further discussions, Highways recommended that the following recommendation should apply:

Recommendation

There are highway objections to this proposal and therefore the Highway Authority would recommend a refusal on the failure to provide acceptable pedestrian, cycle and vehicular access to the application site which fails to concur with

- The London Plan (2021) Policy T2: Healthy Streets, Policy T4 Assessing and Mitigating Transport Impacts and Policy T5 Cycling
- NPPF 9: Promoting Sustainable Transport Paragraphs 115 and 116
- London Borough of Hillingdon Local Plan Part 2 - Development Management Policies Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highways Impacts and Policy DMT 5: Pedestrians and Cyclists
- The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

The applicant has also failed to provide details of 1no. active 7Kw EVCP or a Parking Management Plan which fails to concur with the published London Plan (2021) Policy T6 Car Parking although which could be

conditioned.

Drawing 3321-03 Rev A shows the location of the waste and recycling storage which would be acceptable, however, the location is likely to require relocation subject to the relocation of the access and gates.

Due to the location of the application site on a classified road with unacceptable, restricted access 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).

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

- Site working hours.
- 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.
- 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.
- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough.

TREE OFFICER:

The site is within a conservation area and TPO 482A at the rear. The TPO trees are not near the property and are shown as protected from the development. The development requires the removal of an A category tree T38 which is currently highly visible from the public highway. This is considered as unacceptable.

CONSERVATION AND URBAN DESIGN OFFICER:

The Conservation Officer raised concerns regarding the size, scale, design and siting of the proposal including concerns regarding the removal of tree(s) to the front boundary and siting of refuse storage.

It's important that the new addition respects the massing and scale of the existing buildings in the conservation area. The proposed barn to the rear should be carefully considered to ensure it remains subordinate to the main structure, respecting the character of the conservation area. Its appearance would benefit from a simplification of forms and detailing to more closely reflect the utilitarian nature of traditional barn architecture. Materials are crucial in conservation areas, and as such, the use of traditional timber framing, handcrafted tiles, and reclaimed bricks would be more appropriate for the extension's integration into the setting. Substituting the modern resin cladding and UPVC windows with materials such as treated

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wood for cladding and leaded glass for windows would enhance the historical value and visual coherence of the extension with the existing buildings.

7. MAIN PLANNING ISSUES

7.01 The principle of the 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.

Policy DMH 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the net loss of existing self-contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace. Policy DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) It is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) The internal floor area of the original building to be converted is at least 120 sqm; and
- iv) Units are limited to one unit per floor for residential conversions.

Paragraph 4.11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area. In recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation.

Regarding criterion (i) of Policy DMH 4, the proposed development would not result in more than 10% of properties within the area redeveloped into flats. It is noted that there is an existing conversion at the neighbouring property at No 88 Long Lane which received planning permission in 2016 for the existing dwelling to be demolished and replaced with flats (29164/APP/201/4622). In the immediate area, this appears to be the sole property that has been converted to flats in recent years. Along a stretch of 1km from the application site, the majority of properties are dwelling houses and as such there would not lead to an overconcentration of flat developments within the area. The existing property is greater than 120 sq.m in floorspace and although this is being replaced, it would meet that criteria set out for redevelopment of dwellings. Although there would be more than one flat per floor, these are considered suitable quality and it is designed to provide a high-quality of internal

accommodation in accordance with Policy D6 of the London Plan (2021). It is, therefore, considered that the proposal passes the relevant tests set out in Policy DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

There is no objection, in principle, to the creation of additional residential units 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 schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need.

Family housing is defined within the glossary of the London Plan (2021) and outlines it must generally be of a size that has three or more bedrooms. It is also worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021). It should be noted that the adoption of the Local Plan: Part 2 (2020) and London Plan (2021) policies on housing size mix are a significant shift from previous iterations of the development plan.

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 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 9 x two-bedroom units. The existing dwelling on site is a family sized dwelling house and as such, there would be a loss of a larger unit which is in significant demand within the borough. Furthermore, the overall size of the replacement building that is proposed would have been sufficiently large enough to accommodate at least the same provision of family sized units (as what is existing on site) if not even more 3 bed units which would have provided a more balanced mix. The scheme is skewed towards the provision of 2-bedroom units and a more appropriate housing mix should be explored.

Paragraph 60 of the NPPF 2023 states that "the overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community." The over-concentration of two bedroom units would therefore not be supported in this instance given the loss of the existing larger unit which is in the demand. No robust justification has been provided as to why the proposal fails to provide any three-bedroom units. The proposal would therefore fail to provide an appropriate housing mix which would undermine the Council's housing strategy, and conflict with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

7.02 Density of the proposed development

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.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Refer to the section of the report titled 'Impact on the character & appearance of the area'.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will ensure that uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The proposed development would be within the Northolt RAF 3km Perimeter Buffer Zone. However, as it would be part of other residential properties within this zone, it is considered that visibility and audibility of aircraft operations associated with the aerodrome would not be of significant harm to the living conditions of the future occupants. It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the residential amenity of future occupiers, in respect to aircraft noise associated with Northolt RAF.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

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) require 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 HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: '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, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application site is located within Ickenham Village Conservation Area in a predominantly residential area. The existing building is an attractive detached dwelling, one and a half storeys in height and contributes positively to the overall character and appearance of the Conservation Area and street scene of Long Lane. Douay Martyrs School Cardinal Hume Campus is located to the north east, which includes a Locally Listed building. The Ickenham area is characterised by spacious and maturely landscaped residential developments. The frontage to Long Lane comprises of individually designed dwellings, which positively contribute to the appearance of the street scene. Whilst buildings vary in architectural style and design, Ickenham in general, particularly the area surrounding the site,

comprises of detached and semi-detached dwellings appropriately positioned on large plots with long rear gardens. Buildings along Long Lane, are mostly set back from the road behind green verges and mature front gardens, creating a spacious character and appearance to the area. The existing site comprises of a large front and rear garden, which is well characterised with mature trees and shrubs. Vegetation along the frontage provides natural, soft screening from the street scene. The property is proportionately sized and appropriately situated within the plot.

Notably, a flatted development at the neighbouring site, Number 88 Long Lane, has been recently built out following planning approval (ref: 29164/APP/2016/4622). While some inspiration for the current scheme has been taken from the neighbouring dwelling, the proposed is significantly wider and appears significantly more bulkier than this neighbouring site. The proposed development would be significant in massing due to the additional height, width, built form and bulk proposed.

The proposed building would measure approximately 20m wide along the front elevation with a height of approximately 10m and a depth of 23.5m over three floors. Although the building would be set in 2.7m from the side with No 88 and 6.1m from the side with 92 Long Lane, it would continue to appear quite imposing due to its size, massing and scale which appears significantly greater than any of the existing buildings within the immediate area. As a result, the proposed development would appear disruptive and incongruous within the street scene.

Consequently, the proposed development would result in a cramped form of development as compared to the looser urban grain and pattern of development found on Long Lane. Although the building line proposed would reflect the prevailing character with its staggered footprint, this would not be sufficient to reduce the buildings overall massing when viewed from both public and private viewpoints. It would not overcome the concerns with the scale of built-development proposed given its overall width, height and depth. It is considered that this proposal would result in a cramped form of overdevelopment and a significant reduction in the overall size and scale of the building would be required.

The transition in scale between the proposed building and the modest dwelling at No. 92 Long Lane would be unduly harsh, and represent a visually obtrusive and awkward juxtaposition. The development would therefore fail to integrate appropriately to its immediate surroundings, due to its bulk, prominence and poor relationship to the neighbouring dwelling to the south west of the site. The footprint of the proposed building would project beyond the rear of the existing building and subsequently both neighbouring dwellings. The development would be seen from both direct and long views on Long Lane, noting in particular the somewhat staggered building line. It is therefore considered that the proposal would cause harm to the setting of Ickenham Village Conservation Area.

In terms of design, whilst it is noted that the applicant has attempted to draw reference to the neighbouring building, mimicking the mock Tudor design, this has not been entirely successful. The mock Tudor detailing to the front is basic and is not considered to represent high quality design. The lack of detail to the rear exacerbates the excessive fenestration which proposes a variety of window sizes, appearing unduly prominent and failing to align with the more restrained and utilitarian appearance of historical barns. As a result, the proposed development would have a negative impact upon the character and appearance of the area as well as failing to preserve or enhance the setting of the wider Conservation Area.

Having regard to the above, it is considered that the siting, size, width, scale, massing and design of the proposed development would have a harmful impact on the character, appearance and visual amenities of the local area, and would neither preserve nor enhance the setting of Ickenham Village

Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

The harm arising from the proposed development to the Ickenham Village Conservation Area is considered to be less than substantial. In line with paragraph 208 of the NPPF (2023), the public benefit of the proposal must be weighed against the harm. (Please refer to section 7.22 of this report for the 'planning balance' assessment).

7.08 Impact on neighbours

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".

PRIVACY:

The front elevation windows of the proposed dwellings would front the main road which would retain an approx. 50m distance between properties and therefore are considered to cause no adverse impact to the privacy of the occupiers adjacent.

There are no concerns raised regarding loss of privacy due to the ground floor side windows, given

the 2m high boundary fencing which limit views below 1.8m. If this application had been recommended for approval, a condition would have been secured requiring the proposed side windows of the first and second floor to be obscure glazed and non-opening up to 1.8 metres of the finished floor level. A condition of this nature would not have unduly impacted the quality of internal accommodation for future occupiers given that the side windows serve as secondary windows. Given the balcony would be inset, there would be no concerns regarding overlooking. The outlook from the proposed rear windows / balconies would not be dissimilar to the existing views from this elevation.

LIGHT AND OUTLOOK:

The proposed dwellings would not dissect a line drawn at 45 degrees from the front or rear habitable room windows of neighbouring properties (or each other). However, the proposed building would project significantly beyond the main rear wall of both neighbouring residential dwellings at Nos. 88 and 92 Long Lane. There are a number of windows on both neighbouring properties where the outlook would be compromised by the extended depth beyond established rear building line. Officers would note that the existing building reduces in height and scale towards the rear of the property which ensures that the residents on both sides outlook and light is protected.

In terms of the replacement building, its overall height is consistent from the front to the rear with little visual relief to the neighbours along the rear building lines. Whilst the rear roof projects a barn profile to the rear, it retains a height of approximately 10m at its highest point. This further exasperates the overall scale of the building when viewed from the neighbours gardens and living spaces. It is also noted that the neighbouring property at No 92 contains a dining room and conservatory facing onto this development. Whilst it is acknowledged the building is set in from this neighbours boundary, given the overall height and scale, it would lead to a sense of enclosure and potentially impact on this residents daylight. Similarly in regard to the flat development at No 88 Long Lanes, there are several windows at ground floor facing onto the boundary as well as lounge which would have its outlook compromised. As a result, the existing occupiers would experience a sense of enclosure and overbearing impact, given the bulk of the proposal. Given the overall height of the building, Officers would have concerns that the depth beyond the rear building line of Nos 88 and 92 would impact the daylight sunlight to both adjoining residents. In the absence of a BRE daylight/sunlight study, the proposal fails to demonstrate that it would not result in an unacceptable loss of light or cause overshadowing issues for the existing occupiers.

ACTIVITY AND DISTURBANCE:

The development site is located within a dense residential area with smaller and larger homes. The additional homes and parking would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours. Whilst the comments raised by the objections regarding waste and cycle storage are noted, the impact in terms of noise and disturbance from the use of these facilities would not cause significant noise over and above what would be expected from a residential building.

CONCLUSION:

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of the existing occupiers at No.92 Long Lane and flatted development at No.88 Long Lane. The proposed development would therefore be contrary to Policy DMHB 11 of the

Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 of the NPPF (2023).

7.09 Living conditions for future occupiers

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. Table 3.1 of the London Plan (2021) set out the same gross internal area space standards set out in the Technical housing standards - nationally described space standard (2015). 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 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

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

- One storey 2-bed 4 person unit should provide a minimum of 70 square metres GIA;

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all nine of the proposed flats would meet the minimum 70 square metre requirement set by Table 3.1 of the London Plan (2021). The proposed double bedrooms would have a width of at least 2.75 metres and would have a floor area in excess of 11.5 square metres, in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021). The overall layout and floor to ceiling height would ensure a suitable standard of accommodation for future occupants. Each new residential flat would have their aspect to the front or rear of the building with uninterrupted outlook. Secondary windows along the flanks would provide a level of dual aspect which would contribute to improve ventilation and additional light. The floor to ceiling heights serving flats would meet both London Plan and National Space Standards criteria. Whilst the two loft apartments would have some areas of restricted head room given their location, the overall size of both these residential units is significantly greater than 70sqm. Both units would be over 100 sqm in size. Although the floorspace would have restricted headroom towards the sides of the barn style roof, the floor to ceiling height within the living spaces are substantially higher than the minimum requirement. From surveying the floorplans, officers are satisfied that the vast majority of the top floor flats would meet the minimum floor to ceiling heights set out in the Housing Technical Standards (2.3m). On balance, given the additional size, both these units would be suitable head to ceiling heights for future occupants.

DAYLIGHT AND SUNLIGHT ADEQUATE:

The open plan kitchen/living rooms would be served by glazed doors leading onto a balcony or large unobscured windows. The ground floor bedrooms would benefit from unobscured side facing windows. The first and second floor bedrooms would benefit from outlook despite the secondary side windows being obscured glazed. It is therefore considered that future occupants would receive an

adequate level of outlook and natural light. Given the above, the proposed development complies with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that 2-bedroom flats should provide a minimum of 25 square metres of amenity space.

Three of the proposed flats would have balconies measuring approximately 6 to 7 square metres, which is below the minimum private amenity space standards set out in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). Four of the flats would not benefit from private amenity space. There is however a large communal garden space provided to the rear which would be suitably landscaped. A condition can be attached to ensure that these details are provided if the application is approved. The flats would also include sufficient defensible space to the outside of the patio and winter garden arrangements. This would ensure that the spaces are usable.

Based on a proposal for 9 X 2 bed units, the proposal should provide a minimum of 225 square metres of private usable and well designed amenity space.

Flat 1 - no patio

Flat 2 - no patio

Flat 3 - private patio measuring approx. 16sqm

Flat 4 - private patio measuring approx. 16sqm

Flat 5 - no balcony

Flat 6 - no balcony

Flat 7 - two balconies measuring total 14.6sqm

Flat 8 - private balcony measuring 6.8sqm

Flat 9 - private balcony measuring 6.8sqm

Total - 60.2sqm

Based on the submitted plans, the proposed development would provide over 600sqm of communal amenity space. A soft and hard landscaping scheme would be conditioned, in the event of an approval, to ensure the standard and quality of the communal space is good.

Given the communal space is large and usable, the shortfall of private amenity space would be, on

balance, acceptable.

On balance, it is considered that the quantity and quality of external amenity space being provided would be sufficient to serve the sizes and number of proposed dwellings at the site. The proposal therefore complies with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2023).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

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

Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

PARKING:

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards requires all dwellings in Outer London PTAL 2 to have a maximum 0.75no. spaces. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 9no. parking spaces which would be acceptable, however, the parking spaces would be required to be allocated. Therefore, a Parking Management Plan would be required, which could be secured via condition in the event of an approval. It is acknowledged, concerns have been raised from the public representations regarding parking and congestion. The

scheme however does meet the minimum standards required for this level of units. The use of the Parking Management Plan condition would ensure that the final parking arrangements is overseen by the Planning and Highways team prior to occupation of the development.

ELECTRIC CHARGING POINTS:

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. The London Plan (2021) requires that an EVCP is provided for the proposed parking spaces. It is noted that 20% of the ECVPS should be active, in the event of an approval. The Highway's Officer is satisfied that this could be secured via condition were the scheme otherwise acceptable.

BICYCLE PARKING:

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. The London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires two- bedroom dwellings to have a minimum of 2no. cycle parking spaces and that developments of 5-40 dwellings provide 2 visitor cycle parking space which should be provided with acceptable access between the dwelling, the cycle storage and the adopted highway.

It is noted that 3321-04 Rev A (Proposed Site and Ground Floor Layout) shows 18no. cycle spaces which is an acceptable level of cycle parking for the number of residential units proposed. Further cycle parking (2 visitor cycle spaces) would be required for visitors. This cycle parking could be positioned to the front of the site and a Sheffield type cycle stand would be acceptable in this instance. Were the scheme recommended for approval, a condition would be attached securing this additional visitor cycle parking.

ACCESS:

The Highway Officer has raised an objection to the access arrangements for both vehicle and pedestrians. Vehicular and pedestrian access to the site will be gained over the existing gated access which is located 2m back from the adopted highway. This level of clearance would not meet the required standards necessary to ensure safe access. In its current arrangement, it could vehicles entering or leaving the site having to wait on the busy B466 Long Lane whilst gates are opened or closed. Such arrangement would cause adverse impact on the highway network affecting the free flow of traffic on Long Lane to the detriment of highway safety. To alleviate this highway safety risk, the gates should be located a minimum of 5m back from the highway boundary to allow a vehicle to wait off the highway. As the scheme was considered unacceptable in its current form, amendments were not sought and any such amendment potentially impacted on the level of parking provision available were the scheme to comply.

The proposed access also fails to concur with The Mayors Transport Strategy (2022) which aims to make walking and cycling more appealing to all Londoners and The London Plan (2021) - Chapter 10 Transport as the proposal will put pedestrians and cyclists in conflict with cars. An additional access gate would therefore be required for pedestrians/cyclists which should be wide enough to allow a cyclist pushing a cycle to pass and to comply with the London Cycling Design Standards (LCDS) 8.5.3 Residential Cycle Parking which requires cycle parking to be well located, close to the entrance of the property and avoiding obstacles such as narrow doorways (less than 1.2 metres wide) and tight corners. Similarly such amendment had the potential to impact on the overall design of the front

boundary treatment whilst also potentially impacting parking provision. As such, given the scheme was already unacceptable on several grounds, these amendments were not sought.

The Highway's Officer also confirmed that both access concerns could not be secured by condition and given the safety concerns, it would be contrary to policy.

CONSTRUCTION LOGISTICS:

It was recommended a Construction Logistic Plan (CLP) be secured by condition were the scheme considered acceptable. This is due to the site's location on a classified road. The CLP would need to clearly demonstrate 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).

CONCLUSION:

Overall, it is concluded that the proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site which fails to concur with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T2, T4 and T5 of the London Plan (2021) and NPPF (2023). The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

7.11 Urban design, access and security

FIRE SAFETY:

Policy D12 of the London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

The accompanying supporting text states (Para 3.12.1) states that fire safety of the developments should be considered from the outset. How the building will function in terms of fire, emergency evacuation and the safety of all users. Whilst Officers acknowledge that this is largely covered within building regulation applications, given the overall number of units proposed and the fact it would spread over several floors, it would be necessary to have some details of how each floor would be evacuated in the case of a fire. The London Plan is clear that the applicants should demonstrate on a site plan that space have been identified for appropriate appliances. Site Layouts should be planned around issues of fire safety and a robust strategy for evacuation from the outset. No information about fire safety has been provided as part of the application submission. Given the number of units and the layouts,

Officers do not consider that this could be addressed through a suitable worded condition without seeing the fire evacuation strategy upfront. It would be necessary to examine this information from the outset given the number of occupants and flats involved and the fact there is a reliance on one stairs. The proposal has therefore failed to demonstrate appropriately how the proposed development would achieve high standards of fire safety and emergency evacuation arrangements. The proposal would therefore conflict with Policies D5 and D12 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population;
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
- 4) be able to be entered, used and exited safely, easily and with dignity for all; and
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Paragraph 3.7.6 of the London Plan (2021) states that in exceptional circumstances the provision of a lift to dwellings may not be achievable. In the following circumstances - and only in blocks of four storeys or less - it may be necessary to apply some flexibility in the application of this policy:

- Specific small-scale infill developments (see Policy H2 Small sites).
- Flats above existing shops or garages.
- Stacked maisonettes where the potential for decked access to lifts is restricted.

Paragraph 3.7.7 of the London Plan (2021) states that if it is agreed at the planning stage (for one of the reasons listed above) that a specific development warrants flexibility in the application of the accessible housing standards M4(2) and M4(3), affected dwellings above or below ground floor would be required to satisfy the mandatory building regulations requirements of M4(1) via the Building Control process. M4(2) and M4(3) dwellings should still be required for ground floor units.

It is acknowledged that the proposed development would not contain a lift, which means that the upper floor flats would only be able to meet Building Regulation M4(1).

Policy D7 of the London Plan (2021) states:

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
- 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

In accordance with Policy D7 the ground floor units are required to meet the Technical Requirements set out in Approved Document M to the Building Regulations 2010 (2015 edition). The proposed floor plans demonstrate compliance. The application has been reviewed by the Council's Accessibility Officer who has raised no objection subject to conditions pertaining to the submission of details to demonstrate step free access would be provided and that the ground floor units would meet the part M4(2) accessible standards. The proposal, subject to the imposition of these conditions would comply with broad aims of Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the

Council will seek to maximise the delivery of affordable housing from all sites over the period of the Local Plan. For sites with a capacity of 10 or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units. This is supported by Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

The proposal is for less than 10 residential units and does not meet the threshold in order to require affordable housing provision. As such, the proposal is not contrary to Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) in this respect.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) also require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. 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.

Currently there are a number of mature trees along the frontage with Long Lane which contribute significantly to the visual amenities of the area and Ickenham Village Conservation Area. To the boundary and rear there are also a number of mature trees and a Tree Preservation Order to the rear (TPO 482a).

An Arboricultural Report has been submitted as part of this planning application. There were 33 individual trees and 5 tree groups surveyed on-site or immediately adjacent to the site boundary. There are currently some trees of modest to high value on site, most of which are A, B and C category trees. A total of 3 no. trees are protected by the TPO at the rear of the site and the remainder are protected by the Ickenham Village Conservation Area designation.

The proposal involves the removal of 2 'category U' trees and the removal of 3 'category B' trees and works to one and the removal of 1 'category A' tree. The trees are protected by their Conservation Area designation and visually contribute to the character and appearance of the area.

No significant justification has been provided by the applicant for the removal of the trees. A total of six trees would be removed which are largely located to the front along the boundary and where the potential car parking would be situated. The trees are a mixture of Cypress type trees including *Chamaecyparis lawsoniana* "Ellwoodii"; *Cupressocyparis leylandii* and a *Larix decidua* Larch tree. The tree survey report that accompanies the application indicates that the 2 category U trees are dead and as such the removal of both these trees would be acceptable in principle. The remaining 4 trees however, are both Category A and B2 trees which are either high or moderate quality.

The Category A tree (T38 *Chamaecyparis lawsoniana*) is situated within the area set aside for parking and is of normal physical and structural health. The reasoning for its removal within the report

is to facilitate the development. The Category B trees (T1, T8 & T9 *Chamaecyparis lawsoniana* & 'Ellwoodii' *Cupressocyparis leylandii* (LeylandCypress)) are all considered normal in terms of their physical and structural condition. The reasoning for their removal would be to facilitate the development. Further crowning works are also proposed to T10, T11 which are both category B trees. The reasoning for these work is to reduce branches and provide clearance to the side of the building.

Officers have concerns that little justification has been given to removal of these high and moderate quality trees. Their location to the front also contributes to the leafy character of the area. The Councils Trees and Landscaping Officer has also raised concerns with the removal of trees and impact the proposed development. More specifically, concerns are raised with regards to the removal of tree(s) to the front elevation which contribute significantly to the visual amenities of the Conservation Area. Whilst replanting of replacement trees can occasionally overcome the concerns regarding the loss of trees, in this instance, Officers would consider that the current value of the trees being removed (which are both structurally and physically normal health) as well as their positioning to the front within a conservation area adds further value for their retention. The reasoning provided for their removal has not been fully justified.

The application has failed to justify the need for the layout of development which includes the removal of category A and B value trees. Accordingly, the development would result in adverse and irreversible impacts to landscaping, trees, biodiversity or other natural features of merit, detrimental to the visual amenities of the area and Ickenham Village Conservation Area, contrary to paragraph 136 of the National Planning Policy Framework (2023), Policy G7 of the London Plan (2021), and Policies DMHB 4, DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

IMPACT ON PROTECTED SPECIES:

Policy G6 of the London Plan (2021) states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

The site does not contain any ponds, open woodland or dense scrub and shrubbery. Both Ickenham Marsh and Park Wood (both of which are designated Nature Conservation Sites) are sufficient distance away from the site to impact on their protected species. Whilst it is noted that there are trees to both the front and rear of the site, these are largely retained and there is no evidence to take that protected species used these landscaped areas as their habitat. Therefore, it is considered unlikely that protected species are present, making an ecology assessment unnecessary. This approach aligns with 'Circular 06/05: Biodiversity and Geological Conservation- Statutory Obligations and their Impact within the Planning System' which states that, "...bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development."

If approved, an informative would be secured advising if protected species are found at the site, the applicant(s) must comply with the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitations and Species Regulations 2017 (as amended).

7.15 Sustainable waste management

REFUSE/RECYCLING COLLECTION:

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection.

It is noted that waste storage is proposed to be located to the front of site. However, there are no details provided and it is noted that the location is likely to require relocation due to concerns regarding access and gates. It is important given the site is located within Ickenham Village Conservation Area that the waste storage is not visible to the street scene. The details of the waste storage would be secured by condition in the event of an approval to ensure the distance would be in line with the Council's waste collection points whilst also ensuring the structure does not impact the character of the conservation area.

Thus, the proposed development is expected to offer a convenient location for refuse and recycling facilities, in accordance with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

No details of the sustainability credentials of the proposed development or the type of renewable technologies that would be utilised have been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

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

7.17 Flooding or Drainage Issues

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 development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The 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 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as residential units, in this location, in terms of fluvial and tidal flood risk.

The rear garden is partially identified as being in an area of surface water flood risk. If planning permission was to be granted, a condition could be secured requiring the submission of a sustainable water management scheme, that incorporates sustainable urban drainage systems (SuDs), to be submitted to the Council for consideration. Also, the landscaping condition would have been worded in such a manner to ensure that permeable hard surfacing is used for the front forecourt and parking area.

With these conditions, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance 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).

7.18 Noise or Air Quality Issues

NOISE:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, the site would nevertheless continue to be used in an exclusively residential capacity. The proposed provision of the flats at the site is not considered to lead to such a significant change in the local noise environment.

It is noted that the kitchen/living/dining rooms of the proposed flats on the first floor level would be stacked above the bedrooms of the ground floor. However, the requirement of Approved Document E of the Building Regulation are deemed adequate for sound insulation transmission loss between floors and walls of adjoining residential dwellings. Had the application otherwise been considered acceptable, no planning conditions related to the above matter would be considered necessary as they are part of Building Regulations.

It is therefore considered that the proposal would not cause harm to the residential amenities of neighbouring occupiers, in terms of noise and disturbance.

Notwithstanding the above, a condition could have been secured requiring the submission of a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy SI 1 of the London Plan (2021)

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

states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:

- i) be at least "air quality neutral";
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The site is designated within an Air Quality Management Area. If planning permission was to be granted, a condition could be secured requiring the submission of an Air Quality Management Assessment detailing how the proposed development would achieve air quality neutral. Also, a condition could be secured requiring the submission of a Construction Management Plan (as noted above) to minimise air and other emissions caused during the construction phase. In light of these conditions, and noting the minor scale of the proposal, it is considered that it would not be necessary, fair or reasonable to require an air quality contribution to be secured through a legal agreement.

7.19 Comments on Public Consultations

Covered in other sections of this Committee Report.

7.20 Planning obligations

COMMUNITY INFRASTRUCTURE LEVY:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. 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 new dwellings and is therefore CIL liable if planning permission were to be granted.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

PLANNING BALANCE:

Paragraph 208 of the NPPF (2023) states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

The proposal would contribute to the Council's delivery of housing and provide some economic benefits during the construction stages. However, the scheme is only for 9- two bedroom private market flats, which would cause harm to the residential amenities of neighbouring occupiers and is unacceptable in design terms, even if there were no adverse impacts on an adjacent conservation area. The overall mix of housing is also not in line with the borough need and the loss of

one family sized dwelling reduces some of the benefit from creation of more residential units.

Whilst noting that some weight should be given to the delivery of housing, the Council is currently able to demonstrate a five-year supply of deliverable housing sites. The weight to be attached to housing delivery is substantially diminished by the adverse impacts of the scheme as set out above. Limited weight should be given to the proposals social and economic contribution. The NPPF requires that great weight be attached to any harm to a designated heritage asset. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ickenham Village Conservation Area.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise,

members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused on the grounds set out in section 2 of this Committee Report.

11. 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)

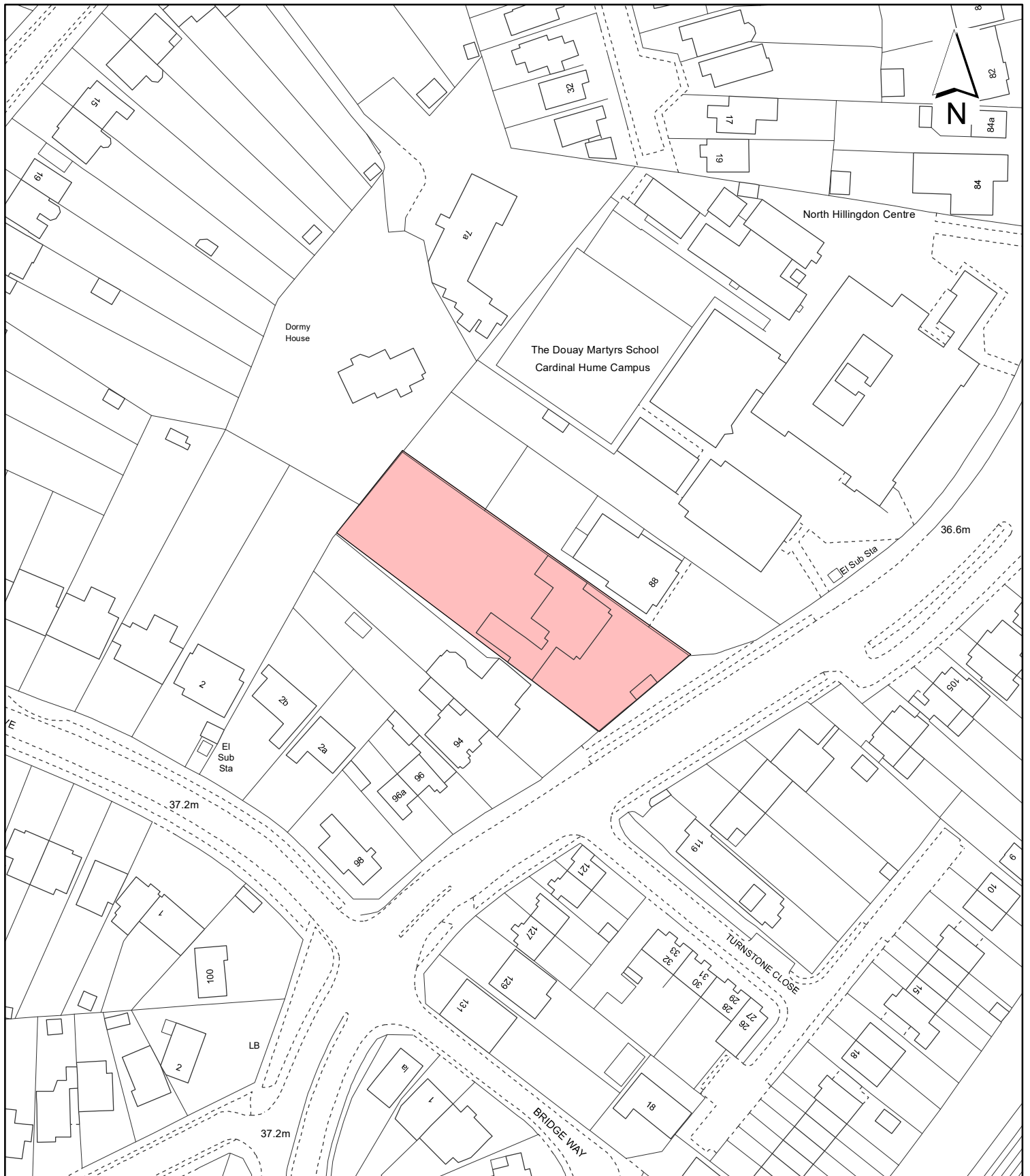
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

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Notes:

 Site boundary

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LONDON BOROUGH OF HILLINGDON
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Planning Application Ref:
8905/APP/2023/2419

Scale:
1:1,250

Planning Committee:
Minor

Date:
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