

Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: **Christos Chrysanthou**

18928/APP/2024/2272

Date Application Valid:	21-08-24	Statutory / Agreed Determination Deadline:	10-12-24
Application Type:	Full	Ward:	Yiewsley

Applicant: **London Borough of Hillingdon**

Site Address: **Yiewsley Court, Horton Road, West Drayton, UB7 8HQ**

Proposal: **Proposed change of use of existing block of flats from Supported Housing (Class C2) to Short-Life Accommodation (Sui Generis) including changes to the internal areas to provide 4 additional self-contained flats to accommodate a total of 29 units.**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 Planning permission is sought for the change of use of the existing Supported Housing from Class C2 to a Sui Generis use to provide temporary homeless accommodation (29 rooms). The development would assist the Council's Housing Team in providing the highest possible quality of temporary accommodation for homeless residents and in turn reducing dependence of other forms of temporary accommodation such as 'Bed and Breakfast'.
- 1.2 Short life accommodation ensures that homeless residents do not end up in unsuitable temporary accommodation. This is a unique form of housing tenure, very different to conventional housing in Use Class C3. This form of accommodation meets a very specific and targeted need and would fall within Sui Generis use.
- 1.3 The type of accommodation to be provided is referred to as "move on" accommodation and this will assist with providing affordable and independent accommodation to a group of individuals. As such the facility would provide individual accommodation to an identified group in need where normally only shared accommodation would be available to them. By creating additional individual units, it results in the target group being able to live independently, which is one of the key aims within the Housing Strategy.
- 1.4 Whilst not strictly in accordance with Local Plan policy standards for residential densities and unit sizes that would normally be applied to conventional residential use (Use Class C3), the standards act as a useful guide to what might be considered acceptable living conditions for these temporary self-contained units (Sui Generis Use) and in this regard the proposed development is considered to be acceptable.
- 1.5 The existing sheltered housing site benefits from 25 self-contained units, whereas the temporary homeless accommodation would increase to 29 units. The additional 4 units would be formed through the conversion of the existing floor area.
- 1.6 The scheme requires very minor exterior alterations limited to the removal of one first floor window in the north elevation and the replacement of an existing roller shutter on the south elevation at ground floor level with a window that would match the existing windows. The walls would be made good with matching brickwork to ensure the character and appearance of the building are preserved.

- 1.7 The site falls within an area identified as having a moderate PTAL rating of 3. The car parking area is proposed to be altered to increase car parking provision from 13 car parking spaces to 15 car parking spaces. This would include the provision of 2 accessible spaces. The proposed car parking provision has been deemed to be acceptable by the Highway Authority. To reduce travel to and from the site by car, a condition requiring the provision of 12no cycle parking spaces is recommended in order to encourage sustainable transport modes.
- 1.8 The inclusion of a condition restricting the use of the temporary homeless accommodation by a wider range of occupants is considered to negate the requirement for affordable housing to be provided as part of this application, as the development does not comprise shared living accommodation.
- 1.9 It is not considered that the proposal would result in any loss of residential amenity to the nearest existing residential occupiers. No negative impact with regard to daylight and sunlight have been identified.
- 1.10 No adverse impacts have been identified with regards to noise, however a condition has been added to ensure any additional plant noise is restricted. In terms of air quality, the proposed development is not considered to give rise to significant trip generation. As such no air quality concerns are raised.
- 1.11 For the reasons set out above the proposed development is considered acceptable and it is recommended that planning permission be granted.

2 The Site and Locality

- 2.1 The application site is located on the north side of Horton Road. The two storey building is constructed with red brick and plain tiles. Yiewsley Court was previously Sheltered Housing consisting of 25 x 1 bed flats with communal facilities for over 55's. The services have been decommissioned. The site is managed by LBH Housing Management Services.
- 2.2 The area surrounding the application site is predominantly residential in character. There are industrial uses nearby towards the southeast and east of the site on Horton Road.
- 2.3 The application site is located within Hillingdon Air Quality Management Area (AQMA). There are no other policy designations applicable to the site.
- 2.4 Vehicular access to the site is provided off Colham Avenue. There is an area of hardstanding to the west of the building that accommodates 13 car parking spaces (including 2 disabled car parking spaces). Currently there is no provision for cycle parking. According to the TFL webcat the site is located within an area with a PTAL rating of 3 which is a moderate PTAL rating within the scale.

Figure 1: Location Plan (application site edged red)

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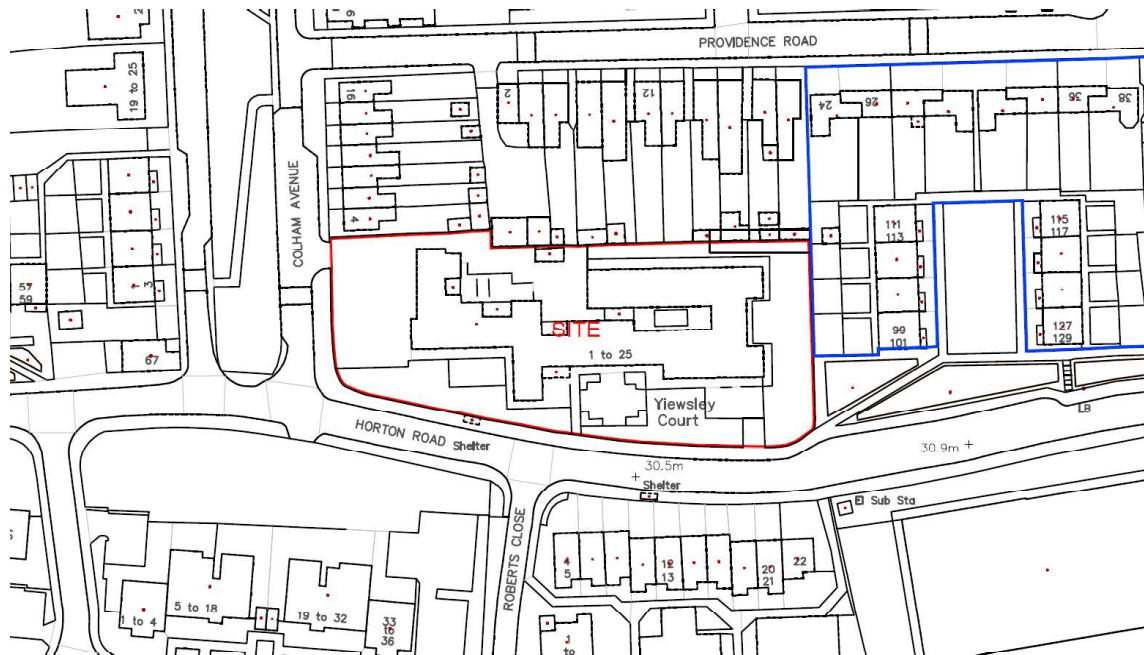


Figure 2: Street View Image of the Application Property



3 Proposal

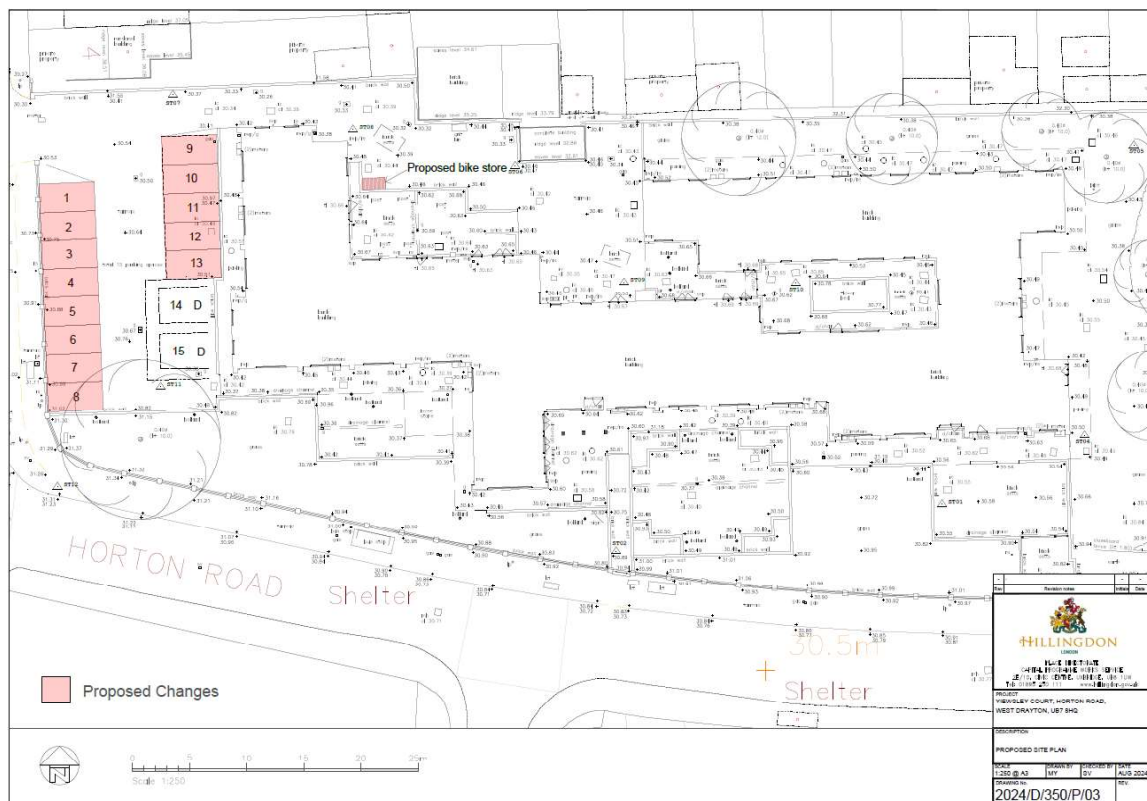
- 3.1 The application proposes the change of use of existing block of flats from Supported Housing (Class C2) to Short-Life Accommodation (Sui Generis), including changes to the internal areas to provide 4 additional self-contained flats to accommodate a total of 29 units. The internal and exterior alterations to the building are very limited and would not harm the character and appearance of the building.
- 3.2 The proposal includes remodelling of communal areas to provide an additional 4no. residential units and decommissioning the sheltered housing use to short stay accommodation, of which there is a recognised need.

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- 3.3 The development would assist the Council's Housing Team in providing independent accommodation for an identified group of who would find it difficult to qualify for independent housing accommodation but are not in the top bracket of priority housing need. In turn this will reduce the dependence of other forms of temporary accommodation, such as bed and breakfast accommodation, as well as shared living accommodation.
- 3.4 The temporary homeless accommodation otherwise referred to as "move on accommodation" would provide independent accommodation for those who may have been in temporary or shared accommodation, some of which may have been unsuitable accommodation. Given the proposed accommodation meets a very specific and targeted need, it is not considered to be general needs housing and has been classed as Sui Generis.
- 3.5 The development would consist of 29 self-contained temporary units. The development would provide 15 car parking spaces (an uplift of 2 car parking spaces) including the retention of the two-wheelchair accessible car parking spaces as shown on the proposed plans.
- 3.6 A cycle store is proposed to be sited towards the rear of the building. The development should provide 12 cycle parking spaces, and a condition is recommended to secure relevant details.

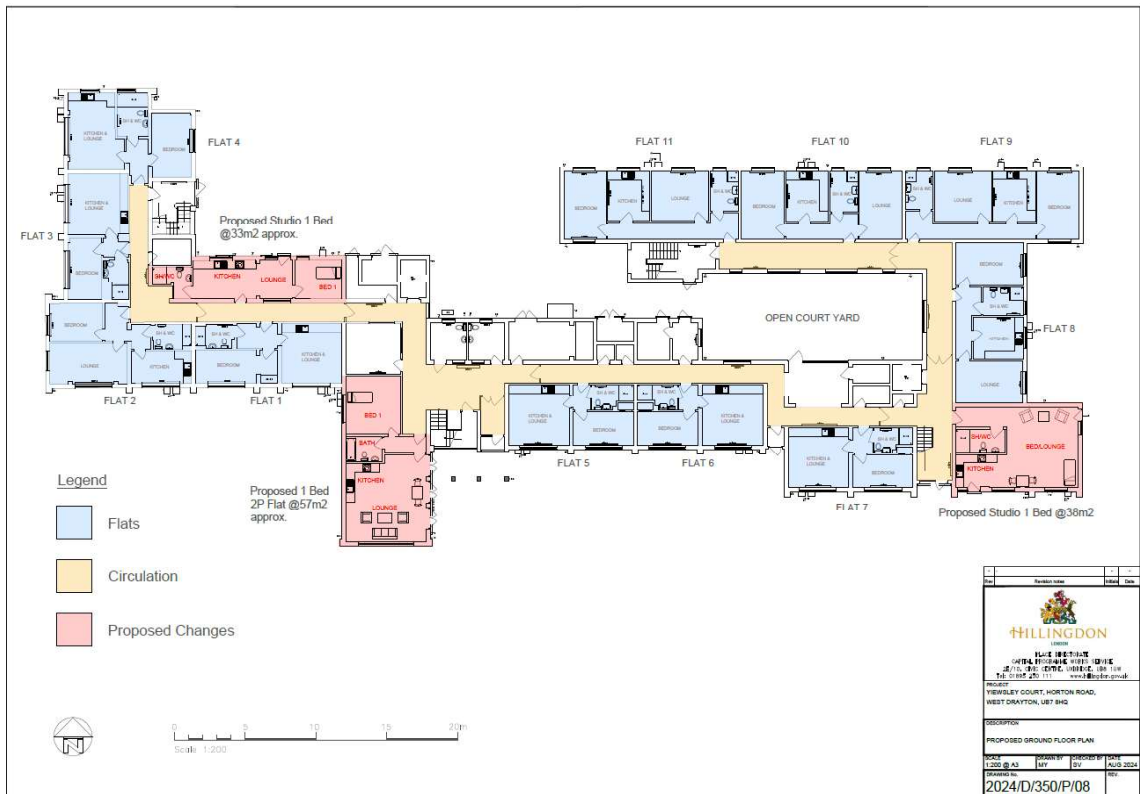
Figure 3: Proposed Plans (please note – larger version of plans can be found in the Committee Plan Pack)



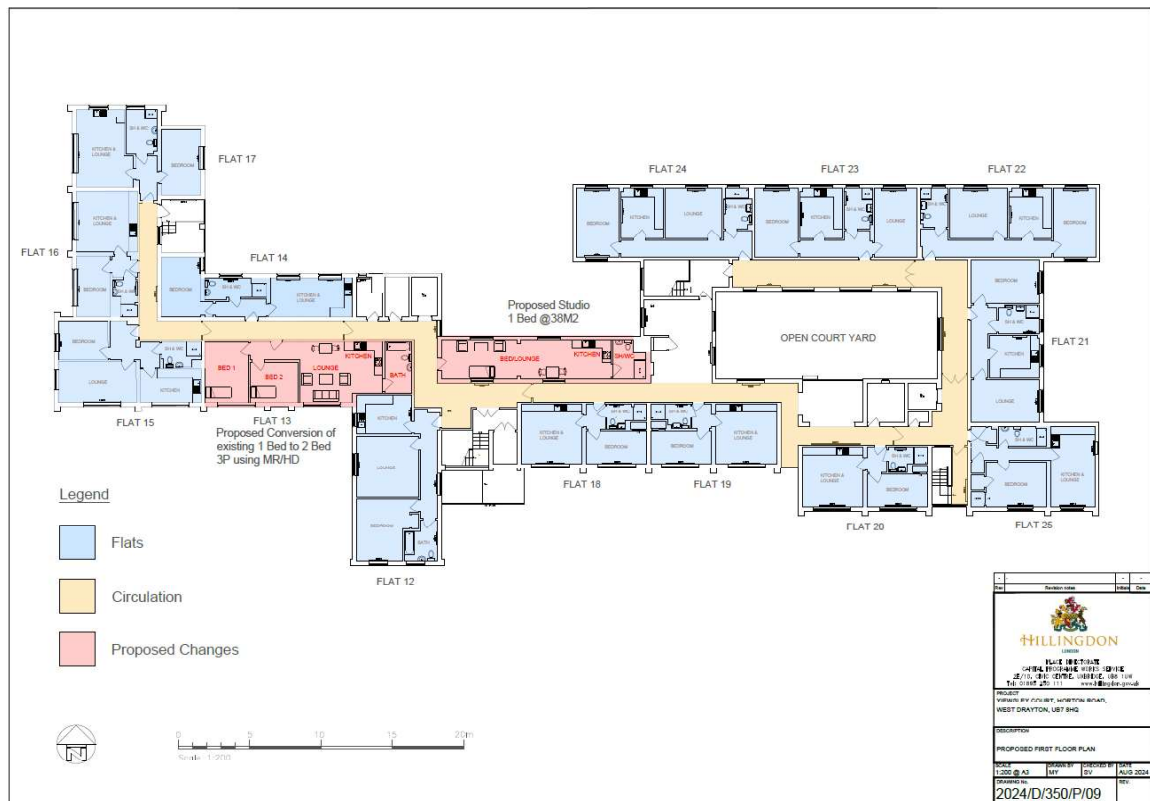
Proposed Site Plan

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Proposed Ground Floor Plan



Proposed First Floor Plan

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4 Relevant Planning History

4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

5 Planning Policy

5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

6.1 94 neighbouring properties and Whitethorn Residents Association were consulted by letters dated 27th September 2024. The consultation period expired on 18th October 2024.

6.2 Two letters were received from neighbouring residents.

6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
Two representations received.	Impact of existing exterior lighting and light spillage onto neighbouring property.	The application does not propose any changes to exterior lighting.
	Object to housing convicted criminals or drug addicts.	The proposal would provide temporary homeless accommodation.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Council's Access Officer: No objections raised from an accessibility perspective.	Noted.
Council's Highway Officer:	Noted. The applicant has

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No objection subject to a condition to secure a scheme for the parking of 12no. cycles parking spaces.	agreed to the condition.
Council's Housing Services: The proposed change of use is supported. The Sui Generis short life accommodation will help to reduce the number of households in B&B accommodation.	Noted.

7 Planning Assessment

Principle of development

- 7.1 Policy H12 of the London Plan (2021) which states – ‘The delivery, retention and refurbishment of supported and specialised housing which meets an identified need should be supported. The form this takes will vary, and it should be designed to satisfy the requirements of the specific use or group it is intended for, whilst providing options within the accommodation offer for the diversity of London’s population, including disabled Londoners (see Policy D7 Accessible housing) within a wider inclusive community setting. Boroughs should undertake assessments of the need for short-term, medium-term and permanent supported and specialised accommodation within their borough.
- 7.2 The relevant section of Policy DMH 5 (Houses in Multiple Occupation (HMOs) and Student Accommodation) of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:
- i) there is good accessibility to local amenities and public transport;
 - ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
 - iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.
- 7.3 The Hillingdon Council 4 year strategy for 2022-2026 was agreed on Thursday 17th November 2022. Under the safe and strong communities banner, the strategy mandates work to prevent homelessness, including rough sleeping.
- 7.4 The proposed development has been drawn up in consultation with the Council’s Housing Services Team and has been designed to meet a specific need identified by the Council in relation to temporary accommodation for homeless households.
- 7.5 In summary, reasons for homelessness can be complex, however for almost 60% of those approaching the Council, their potential homelessness is a result of their inability to access housing that is affordable in the local area. Ideally temporary accommodation would only be used on a short-term basis while homelessness investigations are ongoing, however the difficulties in accessing affordable housing mean that the number of people housed in temporary and or shared

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accommodation in particular bed and breakfast accommodation is higher than desired.

- 7.6 The application seeks to repurpose the existing supported housing at Yiewsley Court and has been informed by a review of the Council's managed housing portfolio which identifies a considerable demand for accommodation on a short-life basis.
- 7.7 The scheme was approved by Cabinet on 12th October 2023 where it was agreed to decommission Yiewsley Court and repurpose the building for short-life accommodation and create additional units through the remodelling of the existing floor areas.
- 7.8 Before seeking Cabinet approval, the council consulted with all residents affected. Existing residents at Yiewsley Court would be decanted to other suitable accommodation before the proposed short-life accommodation is brought into use.
- 7.9 The provision of self-contained accommodation at Yiewsley Court is stated to be hugely beneficial in providing a next move on from temporary and or supported shared housing to affordable, independent living, while at the same time retaining a link to the supportive framework of the single homelessness pathway. The Homelessness Prevention Service consider that this would make a very useful contribution towards achieving the aims of the Homelessness Strategy in Hillingdon. The proposal would therefore meet the aims of Policy H12 of the London Plan (2021).
- 7.10 With regard to Policy DMH 5, the proposed development is considered to accord with parts i, ii & iii of the above policy as set out below:
- i) Although the site has a moderate PTAL rating, there is a regular bus service available outside the site on Horton Road providing links to Hayes Town and Colnbrook. The site also lies within walking distance to West Drayton station which is served by the GWR and Elizabeth line. West Drayton Town Centre is also within walking distance and has shops, eating and drinking establishments, healthcare providers and local employment and so there is good accessibility to local amenities.
 - ii) As detailed in Table 2 of this report, the Council's Access Officer has reviewed the submission and considers the proposed scheme to be accessible.
 - iii) No adverse impact on the amenity of neighbouring properties or the character of the area is expected to occur as a result of the proposal given the distance to surrounding uses. Neighbouring amenity and the impact on the character of the areas are discussed in more detail below within the relevant section of this report.
- 7.11 While some aspects of a HMO are present, as the proposed development does not include any shared essential services such as kitchen or bathroom it cannot be viewed as a large HMO. Therefore the proposed development is not considered to be required to accord with Policy DMH 5 of the Local Plan: Part 2 - Development Management Policies (2020).

7.12 The development would meet an identified housing need and is considered to be acceptable in principle. A bespoke condition to restrict the use of the site to solely as move-on accommodation is proposed to be added in the event that planning permission is granted.

Impact on the character & appearance of the area

7.13 Paragraph 131 of the NPPF (2023) seeks the creation of high quality, beautiful and sustainable buildings. Parts b) and c) of paragraph 135 of the NPPF (2023) states that planning policies and decisions should ensure that developments are visually attractive because of good architecture and are sympathetic to local character and history, including the surrounding built environment.

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

7.15 Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states - 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.

7.16 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

7.17 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.

7.18 The application relates to the change of use of the existing building to different form of specialist accommodation to provide move on accommodation for an identified group. This would meet some of section of need identified within the Councils Homelessness Strategy. The proposed plans illustrate minor internal layout changes and alterations to the building's facades would be required to facilitate the conversion of the building, which would increase the number of units by a net gain of 4 units. A condition would be attached in the event of planning permission being granted to secure matching materials for the proposed exterior works.

7.19 Works would also be undertaken to improve the car park such as line marking to increase car parking provision by a net gain of two car parking spaces and the provision of new cycle storage both of which would have no impact upon the visual amenity of the street scene.

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7.20 As such, given the very minor alterations to the building, it is considered that the proposed development would not impact on the character, appearance or visual amenity of the area, in accordance with Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the NPPF (2023).

Impact on neighbours

7.21 Policy D3 of the London Plan (2021) states Part D7) that development proposals should deliver appropriate outlook, privacy and amenity

7.22 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The supporting text for this policy states that 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.

7.23 The application does not propose any additional buildings or structures apart from the proposed cycle stands which would be sited at the rear of the site. There are nearby residential properties on all sides of the application site. However relative to the existing use, there would be no significant material impact on the amenity of neighbouring properties as separation distances between the application site and the nearest neighbouring properties would be unchanged.

7.24 Taking these factors into account, it is considered that the proposed development would not result in a loss of light, outlook or sense of dominance for the neighbouring occupiers.

7.25 It is therefore considered that the proposed amendments would not adversely impact on the living conditions of neighbouring occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D3 of the London Plan (2021) and the NPPF (2023).

Traffic impact, Car/cycle parking, pedestrian safety

7.26 Policy T2 Part A of the London Plan (2021) states - Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

7.27 Policy T4 Parts E and F of the London Plan (2021) states - E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated

- 7.28 Policy T5 Part A of the London Plan (2021) states - Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.
- 7.29 Policy T6 of the London Plan (2021) states that new residential development should not exceed the maximum parking standards set out in Table 10.3.
- 7.30 Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.
- 7.31 Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided.
- 7.32 Policy DMT 5 Part A of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - 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.
- 7.33 Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.
- 7.34 As detailed in Table 2 of this report, the Highway Authority have been consulted and do not raise an objection subject to a condition to secure cycle parking spaces for 12no cycles. A suitable condition has been recommended should planning permission be approved.
- 7.35 Having regard to the Highway Authority's comments, the development would accord with Policies T2, T4, T5 and T6 of the London Plan (2021) and Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Living Conditions

- 7.36 Policy D6 of the London Plan (2021) states that housing development should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.
- 7.37 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment.
- 7.38 There are no prescriptive minimum space standards within the development plan that are applicable to Short-Life accommodation which falls into a 'Sui Generis'

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use class. The Gross Internal Areas (GIA) of the new units would measure between 33sq.m and 38sq.m for the studios and 57sq.m for the 1bed unit.

- 7.39 The proposal would provide a high-quality development that maximises the internal floor area which would be reconfigured to provide a further 4 additional units of accommodation. All the proposed habitable rooms, and those altered by the proposal, would maintain an adequate outlook and source of natural light.
- 7.40 The proposed ground floor flat adjacent to Flat No.1 reutilises the existing opening which is also at an oblique angle and as a result there would be no direct overlooking or inter-visibility. Similarly, the windows in Flat No.13 are reutilised within the existing openings and these are sited at an angle relative to the adjoining Flat No.12 which provide limited oblique views that are not considered to be harmful to living conditions of the occupiers.
- 7.41 It is noted that the separation distance between the rear bedroom window of Flat No.24 and the lounge window of the proposed first floor studio is relatively short which could lead to inter-visibility and loss of privacy. To preserve privacy levels between these two windows, it is recommended that a condition is attached in the event of an approval to replace the existing south facing window serving the bedroom at Flat No.24 with a window that is obscure glazed and non-opening below a height of 1.8 metres taken from internal finished floor level.
- 7.42 It is considered that the development would broadly accord with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Access

- 7.43 Policy D5 of the London Plan (2021) states - B) Development proposal should achieve the highest standards of accessible and inclusive design.
- 7.44 Policy D7 of the London Plan (2021) states - To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, all residential development should include 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' and 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'.
- 7.45 As detailed in Table 2 of this report, the Council's Access officer has been consulted and does not raise an objection.
- 7.46 The proposal would accord with Policies D5 and D7 of the London Plan (2021).

Noise

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- 7.47 Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.
- 7.48 No noise assessment has been submitted which would provide an indication as to what noise levels are emanating from neighbouring uses. Given the distance between the application site and the industrial uses it is unlikely that there would be any significant noise impacts upon the proposed temporary accommodation.
- 7.49 A noise condition has been added to ensure any additional plant equipment which may be required to serve the development does not result in increased levels of noise which would impact the living conditions of occupants. The proposal would accord with Policy D13 of the London Plan (2021).

Air quality

- 7.50 Policy SI1 of the London Plan (2021) states- B) To tackle poor air quality, protect health and meet legal obligations the following criteria should be addressed: 2) In order to meet the requirements in Part 1, as a minimum: a) development proposals must be at least Air Quality Neutral.
- 7.51 The site lies within the Hillingdon Air Quality Management Area. In practical terms the proposed change of use does not present significant development and given the group of occupants who will benefit from this facility it is likely that trip generation would be minimal and would not increase above those associated with the existing use. The very limited development required to change the use of the existing building is not considered to give rise to any Air Quality concerns as such the application is considered to be acceptable.

Biodiversity Net Gain

- 7.52 Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity. Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.
- 7.53 There are exemptions and the BNG planning condition does not apply to development below a de minimis threshold. This exemption applies to development that does not impact a priority habitat and impacts less than 25 square metres (e.g. 5m x 5m) of non-priority onsite habitat (such as modified grassland) or 5m for non-priority onsite linear habitats (such as native hedgerows).

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- 7.54 In this instance, having regard to the above criteria and the limited scope of works, the development is considered to fall below the de minimis threshold. Therefore, the proposal is considered to be BNG exempt, and a biodiversity gain plan is not required.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

9 Conclusion / Planning Balance

- 9.1 For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Appendix 1.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

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Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 **Time Limit**

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

REASON

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

2. COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2024/D/350/P/01, 2024/D/350/P/03, 2024/D/350/P/08, 2024/D/350/P/09, 2024/D/350/P/10, 2024/D/350/P/11 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. NONSC **Occupancy type**

The development hereby approved shall be used solely to provide short-stay emergency accommodation in line with the provisions of the Housing Act 1996 and the Local Authorities (contracting out of Allocation of Housing and Homelessness Functions) Order 1996.

REASON:

To meet the aspirations of the Hillingdon Council Strategy 2022-2026 and Homelessness Prevention and Rough Sleeping Review and Strategy 2019-2024.

4. NONSC **Cycle parking spaces**

No part of the development hereby permitted shall be commenced until details of 12no. covered and secure cycles parking spaces with access to the adopted highway, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy DMT 5 of the Hillingdon Local Plan Part 2 (2020) and Policy T5 of the London Plan (2021).

5. RES12 No additional windows or doors

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

REASON

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

6. HO6 Obscure Glazing

The window in the south facing elevation serving Flat No.24 (as shown on drawing number 2024/D/350/P/09) shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

7. HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

Informatives

1. I52 Compulsory Informative (1)

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

153 Compulsory Informative (2)

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

DMAV 1	Safe Operation of Airports
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 3	Locally Listed Buildings
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.1	(2016) Climate Change Mitigation

- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.15 (2016) Water use and supplies
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.8 (2016) Innovative energy technologies
- LPP 6.1 (2016) Strategic Approach
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2016) Better Streets and Surface Transport
- LPP 6.9 (2016) Cycling
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.1 (2016) Implementation
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

Appendix 2: Relevant Planning History

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions

DMEI 3	Decentralised Energy
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 3	Locally Listed Buildings
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies

LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations

LPP 8.3 (2016) Community infrastructure levy