

Report of the Head of Planning, Sport and Green Spaces

Address FORMER GARAGE SITE OFF MALMESBURY CLOSE & LAND OPPOSITE
18-32 MALMESBURY CLOSE PINNER

Development: Demolition of existing garage blocks and construction of a terrace of 5 x two-storey 4-bedroom dwellings with additional rooms in roof space and 11 x car parking spaces provided on former garage plot.

AMENDED DESCRIPTION FOLLOWING REVISIONS TO PLAN

LBH Ref Nos: 73231/APP/2017/3665

Drawing Nos: 2017/D208/P/01 Rev: A - Location Plan
2017/D208/P/02 Rev: A - Existing Site Plan
2017/D208/P/03 Rev: B - Proposed Site Plan
2017/D208/P/04 Rev: A - Proposed Ground and First Floor Plans
2017/D208/P/05 Rev: A - Proposed Loft Floor and Roof Plans
2017/D208/P/06 Rev: A - Proposed Elevations (1 of 2)
2017/D208/P/07 Rev: A - Proposed Elevations (2 of 2)
2017D208P20 - Design and Access Statement

Date Plans Received: 09/10/2017

Date(s) of Amendment(s): 21/11/2017

Date Application Valid: 09/10/2017

09/10/2017

1. SUMMARY

The proposal would improve the appearance of the site through the removal of dilapidated garages buildings and hard standing and replacement with dwellings and landscaping that will introduce surveillance to what is currently a secluded site that is vulnerable to anti-social behaviour and vandalism.

The design and appearance of the dwellings and the layout of their plots is consistent with the surrounding residential development and the development would not result in any unacceptable harm to the amenities of neighbouring residents.

The dwellings would provide a good quality living environment for future residents.

The development includes adequate parking and access arrangements which would ensure there is not unacceptable risk to pedestrian safety or emergence of parking stress.

2. RECOMMENDATION

APPROVAL subject to the following:

1 SP01 Council Application Standard Paragraph

This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land.

2 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.

3 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:-

2017/D208/P/01 Rev: A - Location Plan
2017/D208/P/02 Rev: A - Existing Site Plan
2017/D208/P/03 Rev: B - Proposed Site Plan
2017/D208/P/04 Rev: A - Proposed Ground and First Floor Plans
2017/D208/P/05 Rev: A - Proposed Loft Floor and Roof Plans
2017/D208/P/06 Rev: A - Proposed Elevations (1 of 2)
2017/D208/P/07/ Rev: A - Proposed Elevations (2 of 2)

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: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM5 General compliance with supporting documentation

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

2017D208P20 - Design and Access Statement

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

REASON

To ensure that the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

5 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 RES7 Materials (Submission)

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

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

photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 RES13 Obscure Glazing

All windows shown as obscurely glazed on the approved plans shall be glazed with permanently obscured glass and non-opening below a height of 1.7 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 BE 24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 DIS2 Access to Buildings for People with Disabilities

The dwellings would be required to be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015

REASON: To ensure an appropriate standard of housing stock in accordance with London Plan policy 3.8 c, is achieved and maintained.

9 COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments
- 2.b Car Parking Layouts
- 2.c Hard Surfacing Materials
- 2.d External Lighting (including safety lighting for access road).
- 2.3 Details of signage for access road.

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual

amenities of the locality and provide adequate facilities in compliance with policies BE 13, BE 38 and AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 H8 Surfacing and marking out of access/parking/servicing areas

The development shall not be occupied until the access roads, parking, servicing and turning areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM 14 of the adopted Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

12 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse nor any garage, sheds or other outbuilding shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of external amenity space or neighbouring residential amenity in accordance with policies BE 21 and BE 23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

13 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce

- the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
 - (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC Sustainable Drainage

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.

- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

- iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

- i. incorporate water saving measures and equipment.

- ii. provide details of how rain and grey water will be recycled and reused in the development.

c) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan

- ii Include details of Inspection regimes, performance specification, (remediation and

timescales for the resolving of issues where a PMC).

lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM 6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

15 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

16 RES24 Secured by Design

The dwellings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

INFORMATIVES

1 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

2 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

3 111 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

4 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

5 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

6 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further

information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

7 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

8 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

9 I44A Prevention of Litter

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

10 I45 Discharge of Conditions

Your attention is drawn to conditions 5, 6, 9, 10, 11, 13 and 14 which must be discharged prior to the commencement of works and conditions 15 and 16 which must be discharged prior to the occupation of any dwellings. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

11 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs,

including damage to grass verges.

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

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

12 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

3. CONSIDERATIONS

3.1 Site and Locality

The housing site is currently occupied by blocks of garages that, in some cases, are in a poor state of repair. The majority of the garages have corrugated metal roofing and timber doors with the rest of the structure built in brick. The garages are set within a hard surfaced. The site positioned to the side and rear of residential houses and flats on Malmesbury Close and, as such, has no street frontage. Vehicular access is provided from Malmesbury Close to the north whilst there is also a footpath link to Fore Street to the west. This is not a public right of way but is used to access

The site is not subject to any specific planning constraints nor do they fall within any specially designated area.

3.2 Proposed Scheme

The proposal involves the demolition of all of the existing garages on the site and construction of a staggered row of 5 two-storey four bedroom residential dwellings.

All dwellings will be of a similar design, possessing gable ended roofs as well as a front projecting gable end with a stepped down ridge line. Rear facing flat roof dormers are

included on all dwellings in order to allow for habitable rooms within the roof space. The dwelling on the southern end of the row, includes a single-storey lean-to extension which would house a utility room.

The combined footprint of the dwellings would be approximately 282 m². Height to roof ridge would be approximately 8.4 metres with eaves height at 5.1 metres. The frontage of each dwelling is approximately 5.8 metres in width whilst the depth is approximately 8.6 metres. The gable ended front projection extends approximately 2.25 metres forward of the main frontage.

Each rear garden for the 4 bedroom dwellings has an area of a minimum of 100 m².

A total of 11 car parking spaces, including 1 disabled bay, would be provided within the former garage site. This equates to 2 parking spaces per dwelling with one space for visitors.

A footpath which currently runs between the garage site and Fore Street would be blocked by the development but the access from Fore Street would be retained to allow for continued access to the rear gardens of properties on Fore Street. This footpath is not a Public Right of Way.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history attached to this site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.H1 (2012) Housing Growth
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H12	Tandem development of backland in residential areas
H4	Mix of housing units
H5	Dwellings suitable for large families
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.10	(2016) Urban Greening
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th November 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

PETITION OF OBJECTION (27 Signatories):

There is not enough parking and no site access.
Overdevelopment of site.

Any future planning application should be made with the full consultation of local residents prior to submission.

8 LETTERS OF OBJECTION:

Pleased that the garages will be demolished but concerned over how asbestos would be removed;
Will cause overlooking of neighbouring properties;
Worried about the amount of noise that would be generated;
The site plan is inaccurate, there are no parking bays outside 2 - 16 Malmesbury Close;
Construction traffic will be dangerous;
The Council has failed to maintain the garages and has doubled the rent, resulting in them falling into disrepair;
The removal of the footpath should have been carried out years ago in order to improve security;
Bedrooms, dining rooms and kitchens are small but there are a lot of bathrooms. The dwellings are not suitable as family homes but ideal for use as HMO's;
Construction vehicles would need to mount kerb turning off Fore Street and would also hit overhanging trees on approach;
Existing infrastructure cannot cope;
Existing Council housing should be repaired before new ones are built;
Design is out of character and unsympathetic towards neighbouring dwellings;
The site will be cramped, particularly given rooms in the roof, and would be overdevelopment;
Loss of privacy to rear gardens at 26 - 36 Malmesbury Close;
Concern the dwellings may be used as HMO's;
Will increase traffic in congested area;
Access road is unsuitable for emergency vehicles;
Replacement of wall with 1.8 metre high fence will cause security issues;
External lighting will cause glare and disturbance;
Waste collection area is immediately adjacent to 14 - 16 Malmesbury Close and will cause unacceptable noise and odour;
Cars park on the existing service road and within the garage area and these parking spaces will be lost;
Proposed 1 way system will mean cars have to use narrow service road which would be difficult for larger vehicles, the emergency services and delivery vehicles;
The application only mentions that the access road is used for numbers 10-12 and 18-20, it is in fact also the sole access to numbers 14 and 16;
This is a quiet residential road with enough cars and traffic as it is;
Do not want to lose the green area to parking and traffic;
Don't understand why 5 bedroom houses are being built;
People who currently park on the garage site will lose their parking spaces;
Yellow lines will be needed to protect access and this will result in the loss of on street parking;

Internal Consultees

HIGHWAYS (Summary):

This application is for the development of an existing garage block off Malmesbury Close Pinner. Malmesbury Close is a local road on the Council Road Network that is subject to parking stress as many properties do not have off-street car parking. The existing garage block with 44 garages was previously provided to serve local housing and now the garages are invariably too small for modern cars.

The site has a narrow vehicular access off a section of Malmesbury Close. The access road to the site is not suitable for two-way traffic and has no pedestrian facilities. The proposal is to demolish the existing garages and construct 4x4b +1x5b townhouses on the site along with car parking. The layout plans show 9 car parking spaces on the site and three located from an existing open space

approximately 70m from the site.

The DAS mentions the provision of 1 secure cycle parking space for each dwelling and for the size of dwelling proposed this should be 2 (conditioned). I am concerned about the proposed parking set away from the development and how that will operate. This arrangement would mean loss of open space and I would be interested to learn about the views of the Landscape Architect on this issue. In order to comply with Council parking policy if there were 10 spaces provided on the site the proposal would be compliant.

LANDSCAPES:

This site is occupied by a series of garages and forecourts which are accessed from Malmesbury Close and situated to the rear of gardens in Fore street and Salisbury Road. There is no vegetation within the site, but there are off-site trees, including ash and birch, on the rear boundaries of the surrounding gardens. There are no tree, or landscape planning, constraints on this site.

No trees, or other landscape features of merit, will be directly affected by the proposal. However, the trees will require protection from the indirect threats posed by demolition and construction work which may be caused by collision, soil compaction or snagging with branches. The layout indicates that the proposed houses will benefit from front (small) and rear gardens with a small area of communal space which could be planted.

No objection subject to conditions requiring details of tree protection and landscaping scheme.

The green contains three trees and the space is a prominent feature which is overlooked by a number of houses within this residential close. Any interference with this space - and possible damage to existing trees, which provide visual amenity for the area, should be avoided.

FLOODING & DRAINAGE:

Surface Water Standard condition should apply.

WASTE STRATEGY:

Space is allocated for waste storage which is good practice. Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established residential area which is not subject to any special designations or constraints that would restrict or prohibit development.

The site is considered to represent 'brownfield' land as it has been completely built upon through a combination of the existing garages and hardstanding. Para. 17 of the National Planning Policy Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

'encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;'

The site is not within any specially designated area or sensitive area in terms of environment and ecology and is hard surfaced or built upon in its entirety. It is therefore

considered that it should not be regarded as possessing high environmental value.

Whilst the site does not possess any significant street frontage, it is not considered that the proposal would represent unacceptable 'back land' development, which is resisted by Local Plan Policy H 12, as the number of houses provided would ensure that the overall development possesses its own distinctive frontage area.

It is considered that the proposal represents an efficient and appropriate re-use of previously developed land and that principle of the proposed development is therefore acceptable.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

It is considered that the site is located within a suburban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area being predominantly residential with small building footprints and typically buildings of two to three storeys.

The PTAL score for the site is 1a which identifies the area as having poor public transport. Having consulted the matrix, the optimal residential density for the development of this site to provide 4 and 5 bedroom dwellings would therefore be between 35 and 55 units per hectare or 150 - 200 habitable rooms per hectare.

The proposal involves the provision of 5 residential units on a site which has an overall area of approximately 1500 m² (0.15 hectares). The density of the proposed development therefore equates to approximately 33 dwellings per hectare or 172 habitable rooms per hectare. The development can therefore be regarded as representing an optimal use of the site, towards the lower end of recommended density. It is noted that the units per hectare rate is marginally below the optimum level but that the habitable rooms per hectare rate is towards the middle of the spectrum. This concurs with the guidance set out in para. 1.3.16 of the London Plan Housing SPG (2016) which states that higher density developments are better suited to houses with a lower number of habitable rooms and less demand for amenity space.

The density of development is comparable to the density on Chippenham Close, the next street to the north-west, which equates to approximately 30 dwellings per hectare on a site that also includes the road, parking areas and a small green space.

The proposed development is therefore considered to represent an optimum development of a site that is subject to constraints due to proximity to neighbouring dwellings and the shape of the site, and is also considered to be of comparable density to surrounding development.

It is therefore considered that the proposed development accords with London Plan (2016) Policies 3.4 and 3.5.

The proposal incorporates a suitable mix of residential accommodation and includes provision of a number of three bedroom family units for which there is an identified need

within the Borough.

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

The site is not located inside, or within close proximity of, any Listed Building or Conservation Area. It is approximately 100 metres to the east of the edge of the Ruislip Motte and Bailey Archaeological Priority Area and, as such, is not within a sensitive location.

7.04 Airport safeguarding

Not applicable given the location and scale of the proposed development.

7.05 Impact on the green belt

The site is approximately 40 metres to the east of the green belt, which encompasses Ruislip Common. The proposed development would not negatively impact upon the setting of the green belt as it involves the construction of domestic scale dwellings amongst and established group of similarly sized buildings.

7.07 Impact on the character & appearance of the area

It is not considered that the existing garages serve any positive function in regards to the character and appearance of the surrounding area. The buildings are in a poor state of repair and laid out in such a way as to result in a secluded site with a cluttered arrangement of structures, leaving the site susceptible to anti-social behaviour.

The proposed development is situated within an established residential area which consists of dwellings of flats, the majority of which are two-storey structures and are either semi-detached or terraced. Dwellings tend to be set back from the road and have relatively long and narrow rear gardens. Roof forms consist of a mix of hipped and gable ended structures. Whilst roof dormers are not a common feature, roofing on surrounding dwellings is of sufficient ridge height and slope angle to accommodate dormers, which could generally be added under householder permitted development rights if within the rear roof slope.

The proposed dwellings would be set in a staggered diagonal row which would be similar in orientation to the buildings to the north on Malmesbury Close, and the west on Fore Street. Rear gardens are of comparable length and width to those of surrounding properties. The height of the dwellings would be similar to neighbouring properties on Malmesbury Close and Chippenham Close which are approximately 8 metres in height and Salisbury Close which are approximately 8.25 metres in height.

It has already been established in section 7.02 of the report that the density of the proposed development is consistent with neighbouring development.

It is therefore considered that the proposed development complies with Policies BE 13 and BE 19 of the Local Plan and Policies 7.4 and 7.6 of the London Plan.

7.08 Impact on neighbours

The site, other than the opening for the access road, is entirely surrounded by residential development. This constraint has been responded to in the layout of the development, with the use of a staggered terrace ensuring that no parts of the proposed dwellings reach within 15 metres of the front and rear elevations of neighbouring dwellings, in compliance with the Council's Residential Layouts SPD standards (para. 4.9). A gap in excess of 1 metre is also comfortably maintained between all two-storey elevation walls and site boundaries, as required by Local Plan Part 2 Policy BE 22.

The length of rear gardens within the development itself and at surrounding properties

ensures helps to maintain this degree of separation. Given this, coupled with the domestic scale of the proposed dwellings, it is considered that the proposed development would not appear overbearing towards neighbouring residents nor would it bring about undue levels of overshadowing. Measurements taken from the accompanying site plan 2017/D208/P/03 Rev: B show that there are no habitable room windows or garden patios within 15 metres of proposed elevation walls that fall within a splay covering 45 degrees either side of the centre point of these features.

Windows on the side elevations of the dwellings would be obscure glazed. Front facing windows at first floor level on the three southernmost dwellings would be in the form of an 'oriel' design with two angled aspects. The part of the windows angled towards neighbouring dwellings at 32 - 36 Malmesbury Close would be obscure glazed and fixed shut, other than the top fanlight which would open for ventilation. This design has been adopted so as to prevent invasive views towards 32 - 36 Malmesbury Close. The other aspect of the windows would face north towards the site entrance and would not provide intrusive views into neighbouring habitable windows.

A planning condition will be used to ensure windows shown as obscurely glazed on the proposed plans will be maintained as such throughout the lifetime of the development in order to preserve the amenities of neighbouring residents. The level of obscurity will also be set in this condition.

Front facing ground floor windows would be clear glazed, intrusive views from these windows would be obstructed by site boundary treatment. Front facing roof lights would be angled upwards and would not overlook neighbouring properties. All other clear glazed windows, including those within the roof dormers, would be rear facing and be positioned in excess of the 21 metres required by the Residential Layouts SPD (para. 4.12) in order to preserve the privacy of neighbouring dwellings which the windows face towards.

The residential use of the site is considered to be compatible with surrounding residential development and, as such, would not bring about any unexpected or uncharacteristic levels of noise or light emissions. Parking spaces would be provided away from neighbouring residential buildings and site boundary fencing would help prevent headlight spill into neighbouring windows.

It is therefore considered that the proposed development accords with Local Plan Part 2 Policies BE 20, BE 21, BE 22, BE 23, BE 24 and OE 1 and London Plan Policies 7.1, 7.4 and 7.6.

7.09 Living conditions for future occupiers

The proposed dwellings would provide well laid out internal space that complies with Gross Internal Area (GIA) minimum standards as set out in Technical housing standards - nationally described space standard (2015). All habitable rooms would be served by windows that allow for satisfactory levels of natural light to permeate into them and provide good quality living conditions. This includes the bedrooms where the partially obscure glazed oriel windows, which serve one of the bedrooms on each of the 3 southernmost dwellings, are to be used as natural light will permeate through the clear glazed section. These windows would also provide an acceptable outlook with no neighbouring structures within sufficiently close proximity to appear oppressive or overbearing.

The proposed dwellings are dual aspect and this allows a greater degree of natural light permeation into habitable rooms throughout the course of the day.

All of the new dwellings would possess rear gardens of adequate size and layout in accordance with the standards set out within the Residential Layouts SPD (para. 4.15). All rear garden space would be secured by boundary fencing.

The dwellings would not be in close proximity to any sources of sustained and / or excessive levels of noise, light or odour.

It is therefore considered that the proposed development accords with Local Plan Policies BE 20 and BE 23 and London Plan Policy 3.5 and London Plan Housing SPG Standards 28, 29 and 32.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed development would utilise the existing access to the garages, with improvements being made to the surfacing to identify it as a 'shared space' and additional lighting and signage being provided in the interests of pedestrian safety. The current access road serves all 44 of the existing garages and it is not anticipated that the level of traffic using this road would be likely to exceed that which was present at the time when the garages were in full use.

The proposed access is therefore considered to be adequate. Ease of access for larger vehicles would be improved through the removal of garages on the eastern boundary as this would allow a wider space for the manoeuvring of vehicles.

A total of 11 car parking spaces would be provided, including a disabled parking bay. This level of parking provision complies with Local Plan parking standards (which require a minimum of 10 car parking spaces). The parking spaces would be distributed around a hard surfaced turning area which would allow vehicles to enter and leave the site in forward gear.

Secure, covered cycle storage would need to be provided at a level of 2 cycles per dwelling. This can be secured by way of a planning condition that would be attached to any approval.

It is therefore considered that the proposed development is compliant with Local Plan Policies AM 7 and AM 14 and London Plan Policies 6.9 and 6.13.

7.11 Urban design, access and security

The proposed dwellings would replace a secluded and dilapidated collection of garages that provide opportunities for anti-social behaviour and vandalism. The presence of dwellings would increase surveillance of the site as well as the surrounding area. The number of dwellings proposed is considered sufficient to prevent the development appearing isolated and vulnerable to anti-social behaviour.

All main entrances to houses are visible, clearly identifiable, and directly accessible from the public realm. The frontages of the buildings which face onto publicly accessible space are active frontages which provide natural surveillance and activity.

The proposed development therefore satisfies Local Plan Policy BE 18, London Plan (2016) Policy 7.3 and London Plan Housing SPG (2016) Standards 8 and 10.

7.12 Disabled access

Level access thresholds are incorporated at all entrances and exits. The main entrance door to each of the new dwellings will be sufficiently wide to offer unobstructed wheelchair and buggy access.

7.13 Provision of affordable & special needs housing

The proposed development consists of a net gain of 5 new dwellings and, therefore, falls below the threshold for affordable housing requirement which covers developments of 10 dwellings or more.

7.14 Trees, landscaping and Ecology

The site is currently hard surfaced and does not possess any landscape or ecological value. The proposal introduces improved hard standing in the form of permeable brick pavers. A large amount of soft landscaping would be provided in the form of rear gardens as well as planting adjacent to the parking areas and a lawn area to the front of all properties which covers in excess of 25% of the dwelling frontages in accordance with the Residential Extensions SPD (para. 11.2).

It is therefore considered that the proposed development is in accordance with Local Plan Policy BE 38.

7.15 Sustainable waste management

The development would be serviced by the Borough waste and recycling collection service. Bin stores are included within the development and this is considered to be good practice. It is noted that the store would be adjacent to the site boundary shared with 14 - 16 Malmesbury Close and a condition would therefore be attached to any approval to require the store to be covered and secured in order to protect the amenities of the occupants of those properties.

7.16 Renewable energy / Sustainability

Given the modest scale of the proposed development, these matters are adequately addressed through building regulations.

7.17 Flooding or Drainage Issues

The site is not located within Flood Zone 2 or 3 and, as such, is not vulnerable to tidal or fluvial flooding. Environment Agency mapping also shows that the site is not susceptible to surface water flooding or drainage issues.

The development is therefore considered to be acceptable on flooding and drainage grounds, subject to a satisfactory drainage system being incorporated and maintained. This can be secured by way of a planning condition.

7.18 Noise or Air Quality Issues

The site is located within a residential area and there are no nearby uses that generate excessive and / or sustained levels of noise, light or odour that would be detrimental to the living conditions of future occupants.

The residential use proposed would also not cause undue or unexpected levels noise, light or odour that would be disruptive to the occupants of neighbouring properties.

It is therefore considered that the proposed development complies with Local Plan Policies OE 1 and OE 5.

7.19 Comments on Public Consultations

Demolition works would be carried out in accordance with Environmental Health legislation and any asbestos encountered would be removed in a safe and responsible manner.

There is no reason to suspect that the proposed dwellings would be used as HMO's. Permitted development rights for the conversion of individual dwellings to HMO's applies only to buildings housing a maximum of 6 unrelated occupants, which is similar to the expected level of occupancy for a 4 bedroom dwelling.

The existing access is considered to be adequate and ease of access would be improved through the removal of garages on the eastern boundary as this would allow a wider space for the manoeuvring of vehicles.

Given the context of the site and local resident concerns, a condition would be attached to any approval requiring the submission of a Construction Management Plan which would cover vehicle movements, access routes, timings of deliveries and pollution control in order to ensure pedestrian safety and protect the amenities of neighbouring residents.

7.20 Planning obligations

Due to the size and scale of the proposed development, which includes adequate provision of amenity space and would not require any off site highway works, it is not considered that any legal obligations would need to be signed.

The development is liable to both London Borough of Hillingdon and Mayoral CIL charges as it results in a net increase in residential accommodation. A CIL liability notice requesting these contributions will therefore be issued should planning permission be granted.

Matters relating to potential impact upon amenities, traffic and the character and appearance of the surrounding area are addressed in the main body of this report. Other matters raised are not material planning considerations.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further matters to raise.

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

It is recommended that the application is approved, subject to the conditions set out in the recommendation section of this report.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)
DCLG Technical housing standards - nationally described space standard (2015)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



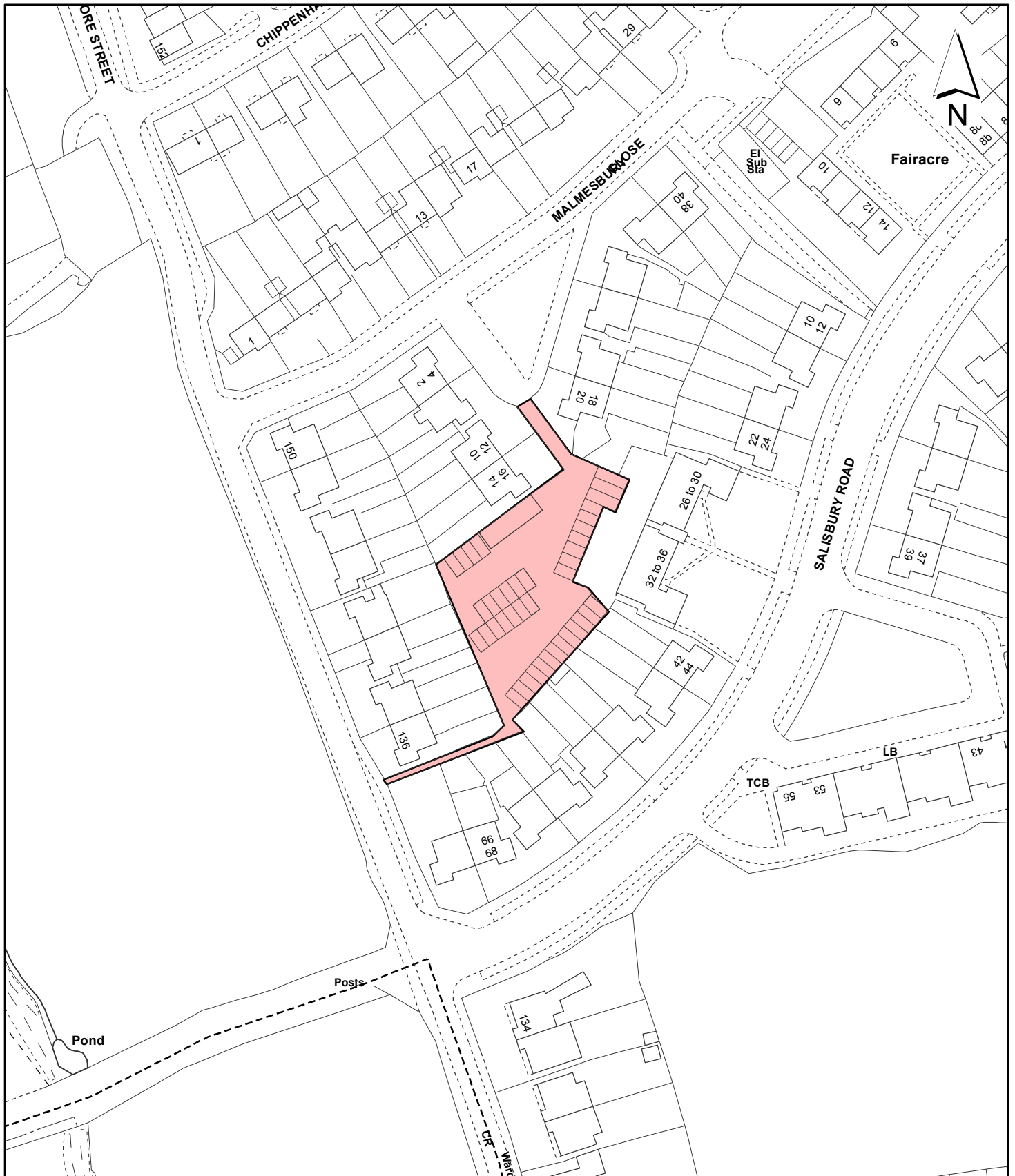
NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before selling out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.



A	Open space area omitted.	Sam	17/11/17
Rev	Revision notes	Initials	Date
Project GARAGES SITE AT MALMESBURY CLOSE, UXBRIDGE, HILLINGDON, UB8 3RS		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION PLAN		Date OCT 2017	Checked by SV
Drawing No. 2017/D208/P/01			Rev. A



HILLINGDON
LONDON

RESIDENTS SERVICES
CAPITAL PROGRAMME AND PLANNED WORKS
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111 Fax: 01895 277 224



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Former garage Site off Malmesbury Close and Land Opposite 18-32 Malmesbury Close Pinner</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>73231/APP/2017/3665</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON</p> <p>LONDON</p>
	<p>Planning Committee</p> <p>Major Application</p>	<p>Date</p> <p>November 2013</p>	