

Report of the Head of Planning, Transportation and Regeneration

Address WILLOW TREE DEPOT DITCHFIELD ROAD HAYES

Development: Erection of 6 x 3-bed/5-person houses and 4 x 4-bedroom/6-person houses, involving demolition of vacant depot building

LBH Ref Nos: 31572/APP/2017/4624

Drawing Nos: PL 20 Rev A Unit Type B3 Proposed Sections & Elevations
PL 21_Rev A Proposed Aerial View
PL 22_Rev A Proposed Aerial View
PL 23_Rev A Proposed Views
PL 24 Rev A Proposed Views
PL 25_Rev A Materials
DESIGN AND ACCESS STATEMENT REV. E
Arboricultural Report dated June 2018
Air Quality Report dated May 2018
Flood Risk Assessment dated 20.02.18
PL 03-Existing Site Plan-Aerial
8338 - 2D Topographical Survey
PL 01-Site Location Plan-Aerial
PL 04-Existing Elevations
PL 10 Rev A Proposed Site Plan
PL 11 Rev A Unit Type A1
PL 12 Unit Type A1_Proposed Sections & Elevations
PL 13 Rev A Unit Type A2_Proposed Floor Plans
PL 14 Rev A Unit Type A2_Proposed Sections & Elevations
PL 15 Rev A Unit Type B1_Proposed Floor Plans
PL 16 Rev A Unit Type B1_Proposed Sections & Elevations
PL 17 Rev A Unit Type B2_Proposed Floor Plans
PL 18 Rev A Unit Type B2_Proposed Sections & Elevations
PL 19 Rev A Unit Type B3_Proposed Floor Plans
Noise Survey and Assessment Ref:PC-17-0245-RP3-Rev A
Preliminary Ecological Appraisal dated 05.06.2018
Energy Statement Ref: 70043538 dated June 2018
Overheating Assessment Ref: 70043538 dated June 2018
Transport Statement dated June 2018
Outline Residential Travel Plan dated June 2018

Date Plans Received:	21/12/2017	Date(s) of Amendment(s):	04/06/2018
Date Application Valid:	21/12/2017		21/12/2017
			18/07/2018
			08/06/2018

1. SUMMARY

Planning permission is sought for the erection of 10 two storey dwellings, forming 2 terraces. The proposal includes parking for 20 cars, secure cycle spaces and landscaped amenity areas, and will involve the demolition of the existing single storey depot building.

The site has been identified as being surplus to requirements and there are no national, regional or local planning objections in principle to the loss of the previous depot use and

the redevelopment of this site for housing.

26 representations have been received, objecting to the proposal, primarily on the grounds of increased traffic congestion, contamination issues, lack of parking and loss of privacy and light. In addition, a petition bearing 61 signatures has been received, objecting to the scheme and requesting that the Council re-negotiate a suitable and agreeable outcome with local residents.

Since the initial submission, the scheme has been amended reducing the number of units and revising the layout of the proposed dwellings.

There are no adverse impacts upon the visual amenities of the surrounding area. There would be no material loss of residential amenity to surrounding occupiers and highway and pedestrian impacts are considered to be acceptable. The application is therefore recommended for approval, subject to conditions and a S106 Agreement / Statement of Intent.

2. RECOMMENDATION

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

2.2 That the Council enter into a Statement of Intent / Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and / or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:

- (i) Transport: All on site and off site highways works as a result of this proposal, including, re-organisation of the highway alignment and provision of a footway along the north side of Ditchfield Road and the re-design of the access and gate to the adjacent Willow Tree Open Space Land**
- (ii) All units to be delivered as affordable housing (social rent tenure)**
- (iii) If the construction period is in excess of 3 months and the construction cost is in excess of £2 million then a construction training contribution will be required, based on the formula in the Council's Planning Obligations SPD.**
- (iv) Carbon off-set contribution of £21,240**
- (v) The applicants pay a sum to the Council equivalent to 2% of the value of contributions for compliance, administration and monitoring of the completed planning (and/or highways) agreement(s).**
- (vi) The applicants pay a sum to the Council of 3% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).**

2.3 That in respect of the application for planning permission, applicant or the purchaser of the Council's interest in the land meets the Council's reasonable costs in the preparation of the S106/278 Agreements and any abortive work as a result of the agreements not being completed.

2.4 If the Legal Agreements have not been finalised by 31 December 2018 (or such other time frame as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, carbon off-set contribution and construction training).The proposal therefore conflicts with 'saved' policies AM7 and R17 of theHillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the Council's Planning Obligations SPD, and the London Plan (2016).'

2.5 That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

2.6 That if the application is approved, the following conditions be imposed:

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 the land.

2 T8 Time Limit - full planning application 3 years

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 RES4 Accordance with Approved Plans

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

PL 10 Rev A Proposed Site Plan
PL 11 Rev A Unit Type A1
PL 12 Unit Type A1 Proposed Sections & Elevations
PL 13 Rev A Unit Type A2 Proposed Floor Plans
PL 14 Rev A Unit Type A2 Proposed Sections & Elevations
PL 15 Rev A Unit Type B1 Proposed Floor Plans
PL 16 Rev A Unit Type B1 Proposed Sections & Elevations
PL 17 Rev A Unit Type B2 Proposed Floor Plans
PL 18 Rev A Unit Type B2 Proposed Sections & Elevations
PL 19 Rev A Unit Type B3 Proposed Floor Plans
PL 20 Rev A Unit Type B3 Proposed Sections & Elevations
PL 25 Rev A Materials

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

REASON

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

4 RES7 Materials (Submission)

Notwithstanding the submitted plans, 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:

- (i) fenestration and doors
- (ii) boundary walls, retaining walls and railings
- (iii) comprehensive colour scheme for all built details
- (iv) make, product/type, colour and photographs/images.
- (v) bricks, render, cladding, roof finishes (where applicable)

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 RES6 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 known 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 BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 RES9 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 Cycle Storage (2 spaces per dwelling)
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car parking layouts for 20 vehicles and demonstration that 8 of the parking spaces (4 active and 4 passive) are served by electrical charging points.
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f Refuse bin enclosures

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 surfacing/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

5. Other

5.a Existing and proposed functional services above and below ground

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 BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

7 RES15 Sustainable Water Management (changed from SUDS)

Notwithstanding the submitted plans, no development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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 the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

8 RES19 Ecology

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Preliminary Ecological Appraisal dated June 2018, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, bird boxes, habitat walls and a range of plants to encourage and support wildlife. The development shall proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012) and London Plan (2016) Policy 7.19.

9 RES20 Traffic Arrangements - submission of details

The approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 4 (20%) of the parking spaces shall be served by active electric charging points and 4 (20%) of the parking spaces shall be served by passive electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

10 RES23 Visibility Splays - Pedestrian

The access for the proposed off street parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 RES25 No floodlighting

Notwithstanding the submitted plans, no floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater

sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Demolition and 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

(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). The demolition and construction management plan shall demonstrate by means of autotrack, details of construction vehicles, including their sizes, manouvring into and out of the site in forward gear.

(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 and to ensure that highway and pedestrian safety is not prejudiced, in accordance with Policies OE1 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 RES5 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:

- Updated Sustainability Energy Statement dated JUNE 2018
- Air Quality Assessment dated May 2018
- Transport Statement dated June 2018
- Noise Survey and Assessment Ref:PC-17-0245-RP3-Rev A
- Preliminary Ecological Appraisal dated 05.06.2018
- Overheating Assessment Ref: 70043538 dated June 2018
- Outline Residential Travel Plan dated June 2018
- Arboricultural Report dated June 2018
- Flood Risk Assessment dated 20.02.18

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

REASON

To ensure the development complies with the provisions of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Plan (2016).

15 NONSC Noise

Development shall not begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority (LPA). The noise level in rooms at the development hereby approved shall meet the noise standard specified in Table 4 of BS8233:2014 for internal rooms and external amenity areas. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

16 N11 Control of plant/machinery noise

No external plant and / or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The rating level of noise emitted from the plant and/or machinery shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15

17 RES24 Secured by Design

The development 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.

18 NONSC Accessibility Condition 1

The dwellings hereby approved shall be constructed to meet the standards for a Category M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)Policy 3.8c, is achieved and maintained.

19 NONSC Accessibility Condition 2

The development hereby approved shall ensure that one of the residential units is constructed to meet the standards for Category M4(3) dwelling, with the remaining units designed to the standards for Category M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016)Policy 3. 8d, is achieved and maintained.

20 NONSC AIR QUALITY - NRMM - CONSTRUCTION PHASE

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the development reduces and manages its air quality impacts in line with Policy EM8 of the Local Plan and 7.14 of the London Plan

21 NONSC AIR QUALITY - LOW EMISSION STRATEGY

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES should include the use of Low NOx technologies for energy use and the promotion of sustainable models of transport including the provision of electric vehicle charging points.

REASON

To ensure the development reduces and manages its air quality impacts in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

INFORMATIVES

1 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

2 111 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).

3 112 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.

4 115 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.

5

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made

available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

6 118 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).

7 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

8

Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.
Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

9

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

10 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

11 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

12 124 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

13 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.

14 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) 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. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

15 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).

16 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).

17 149 **Secured by Design**

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 17 of this planning permission.

18 152 **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).

19 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
EC3	Potential effects of development on sites of nature conservation importance
H4	Mix of housing units

H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
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LPP 5.3	(2016) Sustainable design and construction
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NPPF	National Planning Policy Framework

20 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Council's Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

21 16 **Property Rights/Rights of Light**

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

22

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the

economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development. Accordingly, the planning application has been recommended for approval.

23

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hilligdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The site is located at the end of Ditchfield Road, which is a cul de sac for vehicles, but provides an important pedestrian and cycle access onto a large area of park land and sports pitches known as King George Fields and Willow Tree Open Land, that fronts onto the Grand Union Canal. This adjoining area is designated as Green Belt land and a Nature Conservation Site of Borough Grade 1 Importance.

The site is located on the edge a residential estate, immediately opposite a local community centre and is currently occupied by a Council depot, now vacant, with a mix of brick buildings and portable cabins contained within a brick boundary wall. There are no trees or other soft landscape features within the site. The nearest off-site trees are located to the north and within the rear gardens to the north-east. There are no tree, or landscape planning designations affecting the site.

The area immediately surrounding the site is predominantly residential and includes terraced, semi-detached and detached housing types. To the north, the site is bounded by the back gardens of a row of detached dwellings fronting Strone Way. Ditchfield Road curves around the site to the west and south. Opposite, to the west are the back gardens of dwellings facing Rodmell Close and to the south is a large car park serving the Yeading Community Centre. To the east are further detached dwellings accessed from a cul de sac off Strone Way.

The site is located in a PTAL 1b zone and the existing vehicle access is from Ditchfield Road. There are no parking restrictions in the area. The site is not located in a Conservation Area and is not covered by any site specific designations in the Development Plan.

3.2 Proposed Scheme

Planning permission is sought for the erection of 10 two storey dwellings, comprising 6 x 3 bedroom 5 person terrace houses, and 4 x 4 bedroom 6 person end of terrace houses. The development has been split into 2 terraces of 5 dwellings. The proposal includes parking for 20 cars, secure cycle spaces and landscaped amenity areas, and will involve

the demolition of the existing single storey depot building.

Each dwelling would benefit from front gardens incorporating 2 parking bays and refuse enclosures, with pedestrian and vehicle access from Ditchfield Road. Private rear gardens, typically 14.5 metres deep will be provided for each residential unit.

The dwellings will be designed with traditional pitched roofs with gable frontage features. A restricted palette of low maintenance materials (brick, slate roof and UPVC windows) have been incorporated within the design.

The following reports have been submitted in support of the application:

. A combined Planning and Design and Access Statement

This document sets out the urban design and access aspects of the redevelopment proposals. It provides supporting information to the planning application and describes the proposed response to context, the quantum of development, the layout of buildings and open spaces, scale, access and refuse strategy arrangements.

. Transport Statement (TS) including an outline Travel Plan

The TS assesses the impact the proposed development will have on the local highway network and considers suitability of access to the development for sustainable transport. The TS concludes that there are no highway or transport reasons why the proposed development should not be granted planning permission.

. Ecological Appraisal

The appraisal concludes that based on the evidence obtained from a desk top study and the extended ecological Phase 1 Habitat Survey work, with the implementation of the recommendations and measures set out in this report, following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development.

. Arboricultural Report

The potential impacts from the proposed development on the trees and shrubs within residential rear gardens along the northern boundary have been considered. There was also a single off-site tree within Willow Tree park close to the south-east corner of the site. The report concludes that all these trees can be retained within the proposal and be adequately protected during demolition and construction works by protective fencing, and/or special methods of construction during the works.

. Flood Risk Assessment and Drainage Statement

This statement concludes that the proposed development is entirely within Flood Zone 1 and the proposed development is not at risk of flooding. This report has considered potential sources of flooding to the site. Overall, this report demonstrates that the flood risk to the site is low, reasonable and acceptable. The proposed drainage strategy shows that the run-off can be managed and restricted to existing greenfield runoff rates with an allowance for climate change.

. Energy Statement

This report details how the design has considered the site's potential environmental impacts and how those impacts can be managed and mitigated in line with the prevailing spatial planning policies.

. Overheating Assessment

The aim of the Overheating Assessment analysis is to evaluate overheating risk in bedrooms and living areas in line with GLA guidance. Following this methodology, all of the habitable rooms were found not to overheat, meeting the overheating criteria. Therefore no additional cooling technologies have been specified or are required in order to ensure that user comfort is maintained.

. Air Quality Report

The report assesses whether there will be an exceedance of the air quality objectives for particulate matter (PM10) or nitrogen dioxide (NO2) at the proposed site and then advises whether any action is required to reduce the residents' exposure to air pollution. The assessment concludes that the proposed development is compliant with London's 'air quality neutral' guidance for buildings. However, it does not meet the air quality neutral requirements for transport. Therefore, the implementation of the mitigation measures including cycle storage, car share schemes and EV charge points is recommended.

. Noise Survey and Assessment

The assessment concludes that by employing envelope construction at the facades of the proposed residential dwellings, it will be possible to attain the internal noise levels within dwellings recommended in British Standard BS 8233:2014.

3.3 Relevant Planning History

Comment on Relevant Planning History

1217/DF/82/0149

Approve Deemed Hill. WILLOW TREE LANE JOINT DEVELOPMENT WILLOW TREE LANE Erection of maintenance base 18-06-82

1217/BS/79/2089

Approve Deemed Hill. WILLOW TREE LANE JOINT DEVELOPMENT WILLOW TREE LANE Erection of maintenance base and changing rooms 27-02-80

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.C11 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
BE4	New development within or on the fringes of conservation areas
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SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st February 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development.

38 surrounding property owners/occupiers have been consulted. Reconsultation was carried out on 4 June 2018 following the submission of amended plans. At the time of writing the report, 26 letters or internet representations have been received objecting to the proposal. The contents are summarised below:

1. Poor use of Council resources - the enormous cost of the whole redevelopment process: - demolition, removal of toxic soil & the rebuilding costs.
2. Loss of privacy - closeness of houses & windows overlooking homes & gardens.
3. Loss of ancient light because of the height of the proposed houses, which is already on a hilly mound.
4. Further loss of light, sunlight & overshadowing - in the future
5. Totally inadequate parking allocation.
6. Increase of traffic congestion.
7. Effect on road safety.
8. There is no need for more houses in this area.
9. Size of plot - overdevelopment / overcrowding
10. Toxic soil & hazardous materials - effects on health.
11. Noise and disturbance
12. Drainage and sewage - risk of flooding.
13. Lack of adequate infrastructure - local gp/ doctor's surgeries & local schools etc.
14. Further danger of increased parking & noise nuisance during the football season.
15. Effect on Yeading Community Centre
16. Conflict of interest
17. Human rights act 1998 - contravention

In addition a petition bearing 61 signatures has been received objecting for the following reasons:

- > Roads already congested
- > Parking inadequate
- > Lack of social infrastructure
- > Building on land fill - contamination issues
- > Loss of privacy
- > Noise and disturbance
- > Site should be used as a community facility
- > Since the depot's closure the area has deteriorated.
- > Rodent infestation
- > Increased flood risk.
- > Length of time for construction
- > New houses should be built on none land fill sites.
- > Devaluation of properties.
- > Boundary disputes
- > Impact on Yeading Community Centre

THAMES WATER

Waste Comments

With regard to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking / washing / repair facilities. Failure to ensure effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments: With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Supplementary Comments

There are easements and wayleaves running throughout the site. These are Thames Water Assets. The applicant should contact Thames Water to discuss their proposed development in more detail. All enquiries from developers of proposed developments should be made to Thames Waters Developer Services team.

METROPOLITAN POLICE- Designing Out Crime Group (DOCG)

I have reviewed this application on the documents attached and do not object to them. I request that

a planning condition is applied that Secured By Design accreditation is achieved. This will ensure that the security and crime prevention measures are of an appropriate level.

Internal Consultees

TREE AND LANDSCAPE OFFICER

COMMENT: No trees will be affected by the proposal. The D&AS makes no reference to the importance for residential developments to provide high quality landscape and external amenity. However, the layout indicates that a reasonable proportion of the front garden areas will be retained as soft landscape while providing two car spaces per unit. Ideally the bin stores should be sited closer to the buildings where they will be more discrete, rather than being located on the public / front boundaries where there is an opportunity for hedge / tree planting, for the wider amenity and environmental benefit.

RECOMMENDATIONS: No objection subject to condition RES9 (parts 1,2,3,4,5 and 6).

FLOOD AND DRAINAGE OFFICER

The site is in Flood Zone 1 and not shown to be in an area of surface water flood risk. However it is a substantial development and should utilise Sustainable Drainage Methods within the development to control flow. Therefore the following condition is requested:

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:
- b) Minimising water use.
- c) Long term management and maintenance of the drainage system.

REASON

- i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding
- ii) To be handled as close to its source as possible
- iii) Conserve water supplies

ACCESS OFFICER

This application seeks consent to redevelop the depot site situated on the north side of Ditchfield Road. In assessing this proposal, reference has been made to the London Plan 2016 Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015).

The supporting Design & Access Statement refers to both the Lifetime Home Standards and the Category 3 standards set out in Approved Document M to the Building Regulations (2015 edition). It is not apparent from the supporting documents or the plans as to which standard the proposed scheme has been designed.

Whilst the proposal satisfies the requirements in terms of the required M4(3) Wheelchair Accessible unit, the remaining units fall short of the requisite standards for an M4(2) accessible and adaptable dwelling.

Particular attention should be paid to the clear access zones within the entrance level WC and the requirement to provide provision for a level access with the cubicle. The spatial requirements within

entrance lobby, kitchen, bedrooms and bathrooms should comply with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

The same areas within all remaining dwellings should be designed to accord with the technical specifications of M4(2) for an Accessible and Adaptable dwelling.

Any approval of this application should apply the following condition:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2M4(2) dwellings, as set in Approved Document M to the Building Regulations (2010) 2015, and all such provision shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan Policy 3.8(c) and (d), is achieved and maintained.

HIGHWAY ENGINEER

This application is for the erection of 10 houses on a site in Ditchfield Road Hayes. Ditchfield Road is a local road on the Council road network and the site has an existing wide highway access. The existing traffic flows along Ditchfield Road are low, especially when the existing depot use of the site is vacant.

There are no existing waiting restrictions in place outside the site. The site has a PTAL value of 1b (very poor), which suggests there will be a very strong reliance on private car trips to and from the site.

The applicant has supplied a Transport Statement by London Design and Management in support of the application. The proposals are to demolish the existing depot on the site and erect 10 x 3/4 bed houses on the site. Access to 2 tandem or parallel car parking spaces per dwelling would be by new crossovers off Ditchfield Road and this is compliant with the Council's car parking policies.

The applicant should be made aware of the Council's front garden guidance so that the front gardens do not become completely taken over by car parking. There will be a re-organisation of the footpath and highway alignment along the Ditchfield Road frontage and this will be dealt with under a S106 agreement.

The proposal for an access near the gate to the adjacent Open Space area is awkward and needs re-designing but this can be picked up in the final design under the S106 works.

The plans show refuse/recycling bins on the property frontage which is supported.

The traffic generation of the proposed development is likely to be no more than the existing use of the site. The TS suggests that there will be a minimum of 2 cycle parking spaces per dwelling but it is not clear where these facilities are located, so I suggest they are conditioned. There are 20 car parking spaces proposed on the site so I suggest that at least 4 dwellings have active EVCP and 4 have passive EVCP facilities. On the basis of the above comments I do not have significant highway concerns over this application.

URBAN DESIGN OFFICER

I have reviewed the revised scheme. It appears to address most of the points raised by the previous urban design officer. The scheme has now been broken down into two sets of terraces. And further broken down within the terrace runs, with varying gable ends and roof typologies to create more

variety and breaks to reduce the overall massing that is now more contextually appropriate within the wider street scene. The tandem parking bays have been consolidated into salient locations that has allowed for more meaningful landscaped front areas in between the hard standing areas. The boundary treatments has also been addressed. For these reasons, and considering the previously raised concerns, the scheme is now acceptable in design terms.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

the application site was last used as a Council depot. This use is sui generis and there are no specific Local Plan or London Plan Policies which seek to protect such a use. In addition, the site itself is not covered by any site specific designations. As such, no objections are raised to the loss of the depot.

With regard to the proposed use, the development comprises an entirely residential scheme (within Use Class C3). The National Planning Policy Framework 2018 (NPPF) seeks to significantly boost the supply of housing and as such, the supply of housing is considered to be a public benefit.

Paragraph 61 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward and where it is needed, that the needs of groups with specific housing requirements are addressed

London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners. For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum).

Local Plan Core Strategy Policy H1 seeks to maximise the supply of additional housing in the Borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development within a predominantly residential area would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is also relevant to the current proposal. It states that a change of use from non residential to residential will only be permitted if;

- (i) a satisfactory residential environment can be achieved
- (ii) the existing use is unlikely to meet demand for such
- (iii) the proposal is consistent with the other objectives of the plan.

As stated elsewhere in this report, it is considered that a satisfactory residential environment can be created for all of the future occupiers, in accordance with criteria (i). Concerns relating to the outlook, lack of privacy and light to surrounding properties have been addressed by revisions to the scheme. No objections are raised to the loss of the depot use, in accordance with criteria (ii). Provided the proposed scheme is not considered to be contrary to Green Belt, flooding, urban design policies and highway issues can be satisfactorily resolved, the scheme would accord with criteria (iii) of this policy and no objection would be raised to the redevelopment of the site for a residential scheme.

7.02 Density of the proposed development

The site has a PTAL rating of 1(b). The London Plan 2016 guide for an urban area with a PTAL rating of 1 with an average number of habitable rooms per unit of 3.8-4.6 hr/unit is 150-200 hr/ha or 35-55 units per hectare. The site area is 0.24ha and the total number of 10 dwellings equates to a density of 46 dwellings per hectare or 200 habitable rooms per hectare. This is broadly compliant with the suggested density ranges, given that the PTAL rating is 1.

UNIT MIX

Policy H4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure a mix of housing units is provided. It encourages 1 and 2 bedroom units especially in town centres, with larger units elsewhere. Emerging Policy DMH2 (Local Plan Part 2 Development and Management Policies) requires housing mix to reflect the Council's latest information on housing need. It identifies that changing trends in housing market show a need for larger family units, with an emphasis on 3-4 bedroom units. The proposed development provides 6 No. three bedroom and 4 No. four bedroom units in accordance with policy.

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

The site does not fall within a conservation area or archaeological priority area; neither is the site located in the vicinity of statutory or locally listed buildings. As such, it is not considered that the development would affect heritage assets in the Borough.

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

The site does not lie in Green Belt. However the land to the south of the site (King George Fields and Willow Tree Open Land) is designated Green Belt. Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that proposals for development adjacent to or conspicuous from the Green Belt will normally only be permitted if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The proposed buildings would be 2 storeys in height within the context of similar height properties to the north, west and east and the community centre to the south west. It is not considered the scheme would impact significantly on the visual amenities of the Green Belt. Accordingly, the scheme is considered to comply with Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.06 Environmental Impact

Given the historic use of the site for land fill, it is likely that unacceptable concentrations of potential contaminants could be present. Given this, further geotechnical and geo-environmental site investigations are considered necessary. A condition is therefore recommended, requiring a desk-top study to characterise the site and provide information on the history of the site/surrounding area. The study should identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site.

In addition, a site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment will be required, together with a written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination.

The site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with these conditions, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

Saved Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

The area is typical of late 20th century residential estate design. Relatively low density housing is informally arranged around a series of cul de sacs. Streets are not arranged to a grid but meander through the estate. Houses generally turn their backs on higher order streets, resulting in large parts of the public realm not being overlooked.

Most houses in the area are two storey detached or semi detached, informally arranged along the street with an irregular building line. The area also includes some terraces. These are generally short, consisting of 4-6 dwellings.

Dwellings generally occupy most of the plot width, leaving little separation from neighbouring dwellings. Nevertheless there is enough room for planting in front and side gardens lending the area a green and informal character. Parking is generally off street in front gardens. Materials are bricks in a mixture of buffs and reds, with red/brown/grey roof slates. Other materials include pale coloured render and weatherboarding.

The scale of the proposed buildings at two storeys, is considered to be sympathetic with adjacent residential housing on the estate. It is considered that buildings of this size would not look out of place or be overly dominant in the street scene.

The originally submitted scheme comprised linked units in a terrace of 11, with a continuous building line. This would have constituted a considerably longer block and more formal arrangement than can be currently found in the area. In addition, due to the curvature of Ditchfield Road, the units to the west of the terrace would end up with very long front gardens.

Amended plans have been submitted to address these concerns. The number of units has been reduced to 10 and the development has been split into 2 terraces of 5 dwellings each, that step back west to east, to follow the curve of the road. It is considered that this provides a better match with the informal character of the estate.

Private amenity space is provided at the rear of each property.

In conclusion, it is considered that the layout siting and scale of the development is compatible with surrounding built form and would respect the established character of the area, in compliance with Policies , BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

OUTLOOK

Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

In terms of overdominance, the massing of the 2 storey terraces relative to the adjoining properties is considered satisfactory. The submitted plans indicate that the ground levels would be approximately at grade with the adjoining road level, with a gentle 1:20 gradient to the entrances of the proposed dwellings. Details of finished slab / ground levels have been secured by condition.

A distance of between 21 to 23 metres is maintained between the rear of the proposed buildings and the rear of properties in Strone Way to the north of the site. The end dwelling adjacent to 12 Strone Way to the south east of the site would be further forward of the rear of that property (which backs onto Ditchfeild Road) by approximately 5 metres. However, the proposed end of terrace dwelling would be set back 2.8 metres from the party boundary, resulting in a gap of approximately 4 metres between properties. It is considered that these separation distances would be sufficient to avoid overdominance to adjoining properties and as such, would detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).and relevant design guidance.

PRIVACY

Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been adhered to so as to respect the residential amenity of existing residents by maintaining a minimum distance of 21 metres from the rear windows of the proposed dwellings to the rear windows of the nearest adjoining residences in Strone Way. There are no windows in the flank wall facing No. 12 Strone Way to the east. The proposal is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

SUNLIGHT/OVERSHADOWING

It is not considered that there would be a material loss of daylight or sunlight to neighbouring occupiers, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

7.09 Living conditions for future occupiers

SPACE STANDARDS

Policy 3.5 of the London Plan 2016 requires new development to be of the highest quality both internally and externally. Table 3.3 of the London Plan, together with the Mayor's Housing Standards and National Space Standards set out the internal size requirements for residential accommodation.

The Schedule of Accommodation demonstrates that both three and four bedroom units are in meet the minimum 93 sq. m and 106 sq. m requirement respectively. The proposed development therefore accords with relevant policy requirements on internal space standards and succeeds in providing larger unit sizes, to help meet the requirement for family housing in the Borough.

EXTERNAL AMENITY

Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting for future occupiers. For 3 bedroom houses, a minimum 60 sq.m per unit should be provided and 100 sq. m for 4 bedroom houses.

Private garden areas are provided for each dwelling, averaging 79 sq. m for the 3 bedroom units and over 100 sq m for the 4 bedroom units, which is in excess of the guidelines in the HDAS.

In addition, the site is not identified as being within an area deficient of either public open space or children's play areas. The site is adjacent to retained Green Belt land and the public open space. The close proximity of this open space to new residents ensures easy access to alternative amenity areas. Given the location of the site close to outdoor recreational areas, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

SUNLIGHT/DAYLIGHT

In order to achieve a high quality internal environment with as much natural daylight as possible, the scheme has been designed as dual aspect units. It is considered that the daylight compliance levels for the proposals are high, and therefore the proposed development is acceptable on daylight/sunlight grounds, in compliance with saved UDP Policy BE20 of the Local Plan.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and

OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), HDAS Residential Layouts and the provisions of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

To assess traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development. In summary, the report concludes that there are no highway or transport reasons why the proposed development should not be granted planning permission

TRAFFIC GENERATION

There are no existing waiting restrictions in place outside the site. The site has a PTAL value of 1b (very poor) which suggests that there will be a strong reliance on private car trips to and from the site. However the Highway Engineer notes the traffic generation of the proposed development is likely to be no more than the existing use of the site and raises no objection in this regard.

ACCESS

There will be a re-organisation of the footpath and highway alignment along the Ditchfield Road frontage, with cross overs to the individual dwellings. In addition, the proposal for an access near the gate to the adjacent Open Space area will require modification. These highway works will be subject to the final design under the S106 Agreement / Statement of Intent. The Highway Engineer raises no objection to the access arrangements.

PARKING

Each dwelling will be provided with 2 off street car parking spaces, in compliance with the Council's maximum parking standards. It is considered that a balance of providing sufficient on-site car parking to meet demand arising from the proposal, as well as reducing the impact on the capacity of surrounding streets and meeting wider sustainability objectives has been achieved. The proposed car parking provides for electric vehicle charging points (20% active and 20% passive). This equates to 4 active and 4 passive charging points, in compliance with London Plan standards.

Cycle Parking

The proposed scheme will provide a total of 20 spaces which is considered adequate. Details of secure bicycle spaces can be secured by condition.

OUTLINE TRAVEL PLAN

An outline Travel Plan (TP) has been prepared as a supporting document accompanying the Transport Statement (TS) report. The travel plan strategy is aimed at promoting sustainable travel choices and reducing reliance on the car. However, there is no requirement for a travel plan for this scale of development in the London Borough of Hillingdon and TfL guidelines.

CONCLUSION

It is considered that the network can accommodate the flows produced by the development without any severe impact. Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. Subject to conditions and transport and highways obligations being covered within the S106 Agreement / Statement of Intent, it is considered that safe and suitable access to the site can be achieved and the the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds.

7.11 Urban design, access and security

The scheme has been designed to a high standard, which has been enhanced through the evolution of the scheme during the application process. It is considered that the scale of the buildings respond to the character of the surrounding development and ensures a good relationship with neighbouring land uses in terms of protecting privacy and amenity.

The development meets the internal space requirements for three and four bedroom dwellings. Generous private amenity space is provided for each dwelling. The siting and window orientation has been carefully considered to ensure that there is a good standard or amenity for existing neighbours and future occupiers. The informal surveillance introduced by the new development is considered an improvement on the existing situation

7.12 Disabled access

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.'

Local Plan Part 1 Policy BE1, London Plan Policy 3.8 (2016) and the Mayor of London's Housing Standards require that all residential units within the development to be built in accordance with Part M4(2) of the Building Regulations 2010 (2015 Edition) and that 10% of the units be designed and constructed in accordance with Part M4(3) of the Building Regulations 2010 (2015 Edition). Appropriately worded conditions are recommended accordingly, to ensure compliance with these standards. All residential units have pedestrian and vehicle access from Ditchfield Road. Gradients limited to 1:20 will ensure access to all in compliance with the Equality Act 2010 and the current Building Regulations Part M.

Subject to conditions, it is considered that lifetime homes equivalent and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document

"Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 10 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2, to take account of tenure needs in different parts of the Borough as well as the viability of schemes. On this basis, 4 of the 10 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2. However, the applicant proposed 100% affordable housing as social rent tenure and this is to be secured by way of Statement of Intent, in the event of an approval.

7.14 Trees, landscaping and Ecology

No trees will be affected by the proposal. The layout indicates that a reasonable proportion of the front garden areas will be retained as soft landscape, while providing two car spaces per unit. The scheme provides an opportunity to enhance the landscape value and visual appearance of the site when compared to the current situation. The generous rear gardens provide opportunities for future planting and landscaping which will help soften the visual impact of the development from properties in Strone Way, in accordance with Saved UDP Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The Tree and Landscape officer raises no objection subject to a landscape condition.

ECOLOGY

The site is adjacent to an area of Green Belt designated as a Nature Conservation Site of Borough Grade 1 Importance. London Plan Policy 7.19 and Local Plan Policies EM7 and EC1 seek to protect and enhance all Sites of Nature Conservation Importance. Local Plan Part 2 Policy EC3 requires development proposals adjacent to such sites to consider the various potential impacts of development on the site. Local Plan Part 2 Policy EC1 requires development adjacent to such sites to undertake an ecological assessment to determine any potential impacts of development.

To assess potential ecological constraints to development, a desk study and extended phase 1 habitat survey, were carried out. This study is submitted in support of the application.

The report confirms that no evidence of bats was found on site, but there were some potential roosting habitats and further surveys should be carried out prior to commencement of development. It confirms that the site is located outside of the SINC and will therefore not directly affect the non-statutory designated site. The report also concludes that the proposed development is unlikely to adversely affect other non-statutory sites or areas of Habitats of principal Importance within 1 km of the site boundary.

Based on the evidence obtained from the ecological survey work undertaken and with the implementation of the recommendations and measures set out in the ecological report, it is considered that following mitigation, any ecological designations, habitats of nature conservation interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

A condition requiring details of an ecological enhancement, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is recommended. Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

In order to address the above policies, the scheme incorporates provision for refuse and recycling in dedicated bin enclosures in the front gardens of each dwelling. The bin store areas are easily and safely accessible from the highway collection point. Details of the bin enclosures can be secured by condition.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

An Energy Statement demonstrates how the proposed development can incorporate energy efficient design measures, how it addresses requirements for sustainable design and construction and meets the relevant policy requirements. The development will adopt sustainable design and construction techniques. This includes the incorporation of renewable energy in the form of photovoltaic panels on the roof of the development, enhanced insulation, low energy lighting and other energy saving measures.

The Energy Statement demonstrates that through the use of the Be Lean, Be Clean and Be Green framework, regulated carbon emissions can be reduced by 35.6% against Part L 2013.

The GLA's Zero Carbon Homes tax will apply to the proposed development. As such, the remaining CO₂ emissions other than those reduced on-site, are to be offset down to zero. The GLA general offset price of £60 per tonne has been used to calculate the carbon offset contribution. The total cost to offset all of the remaining carbon emission (11.8T CO₂) over 30 years is approximately £21,240.

Subject to a legal agreement / Statement of Intent securing the carbon offset contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDPPolicies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the

Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Drainage Officer has assessed the submitted documentation and notes that whilst the site is in Flood Zone 1 and not shown to be in an area of surface water flood risk, this is a major development and should utilise Sustainable Drainage Methods within the development to control flow. A condition is therefore recommended requiring a scheme for the provision of sustainable water management.

It is considered that sustainable drainage and water management issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan 2016 and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

The application site is not located on a busy road. However, it is reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers. The Noise Assessment advises that mitigation measures such as double glazing and alternative forms of ventilation will be required for habitable rooms to comply with relevant noise requirements.

Subject to conditions requiring a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

The proposed development is within a declared Air Quality Management Area (AQMA). The development is introducing sensitive receptors into a poor air quality area. In order to secure improvements to air quality, Policy 5.2 of the London Plan seeks a reduction in CO2 emissions. Policy 7.14 of the London Plan and Policy EM8 of the Local Plan Part 1 require development to be at least 'air quality neutral' and where appropriate, contribute towards the promotion of sustainable transport modes such as vehicle charging points.

As evidenced in the Transport Statement submitted in support of the planning application, the proposed redevelopment of the site to a purely residential use will not lead to more

vehicle trips when compared with the extant use as a Council Depot. Furthermore, the use of electric vehicles will be encouraged as part of the scheme, with the inclusion of 4 active and 4 passive electric vehicle charging points within the development. Sustainable modes of transport will be encouraged, with safe and secure cycle parking provision. The proposed level of vehicle trips and mitigation measures outlined above is considered to represent an 'air quality neutral' level for the site, helping address Policy 7.14 of the London Plan and EM8 of the Local Plan.

In order to mitigate the impacts of the construction phase, the following mitigation measures will be employed:

- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site
- Ensure all vehicles switch off engines when stationary - no idling vehicles
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
- Ensure all loads entering and leaving the site are covered
- Ensure an adequate water supply on the site for effective dust / particulate matter suppression / mitigation

The above mitigation measures can be secured by condition in the event of an approval. In addition, conditions requiring compliance with the London's Low Emission Zone for non-road mobile machinery and compliance with a low emission strategy are recommended. It is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

At the time of writing the report, 26 letters or internet representations have been received, together with a petition bearing 65 signatures. The main issues raised together with officer's commentary are provided below:

1. Traffic implications (points 5, 6, 7 and 14).

Planning Officer Comment: Transportation impacts have been assessed by the Council's Highways Officer who has considered the implications of the development on the potential impact on parking, access and the free flow of traffic and raises no objection.

2. No need for more housing (point 8)

Planning Officer Comment: 'Need' is not a planning consideration.

3. Loss of privacy, light, overdevelopment, contamination, flood risk (points 2, 3, 10 and 12)

Planning Officer Comment: These issues raised in the submissions have been addressed in the main body of this report under the relevant headings.

4. Disruption during construction.

Planning Officer Comment: The issue of noise and disturbance during construction is controlled by separate Environmental Protection legislation.

5. Lack of adequate infrastructure

Planning Officer Comment: The issue of social infrastructure is now covered under CIL regulations. The development will be liable for the Mayoral CIL and Hillingdon's own CIL.

6. Poor use of Council resources

Planning Officer Comment: This not a planning consideration.

7. Conflict of interest and Human rights contravention (points 16 and 17)

Planning Officer Comment: The officer recommendation is determined on the planning merits of the scheme and not on the status of the applicant, having regard to relevant legislation and planning policies.

With regard to the additional points raised in the petition, devaluation of properties is not a planning consideration, boundary disputes are a legal matter, and the existing rodent infestation will no longer be an issue, once the proposed development has been implemented.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

(i) Transport: All on site and off site highways works as a result of this proposal, including, re-organisation of the highway alignment and provision of a footway along the Ditchfield Road frontage and redesign of the access and gate to the adjacent Willow Tree Open Space

(ii) All units to be delivered as affordable housing (social rent tenure)

(iii) If the construction period is in excess of 3 months and the construction cost is in excess of £2 million then a construction training contribution will be required, based on the formula in the Council's Planning Obligations SPD.

(iv) Carbon off-set contribution of £21,240

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement / Statement of Intent. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Not applicable.

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

No objections are raised to the principle of residential development on this site. The scale of the proposed development responds to neighbouring residential uses and the adjacent Green Belt and will not detract from the character of the area.

The development will not give rise to detrimental impacts in terms of the amenity of existing neighbours and future occupiers. All units will comply with relevant standards. The layout ensures that all units will benefit from high levels of natural daylight and large front and rear gardens. The layout also follows the Secured by Design principles.

The detailed design of the scheme will incorporate measures to ensure it represents a sustainable development and achieves the required reduction in carbon dioxide emissions.

The level of affordable housing has been agreed. The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement / Statement of Intent. In addition, access, parking, drainage, contamination, ecology and highway safety issues have been satisfactorily addressed, subject to conditions.

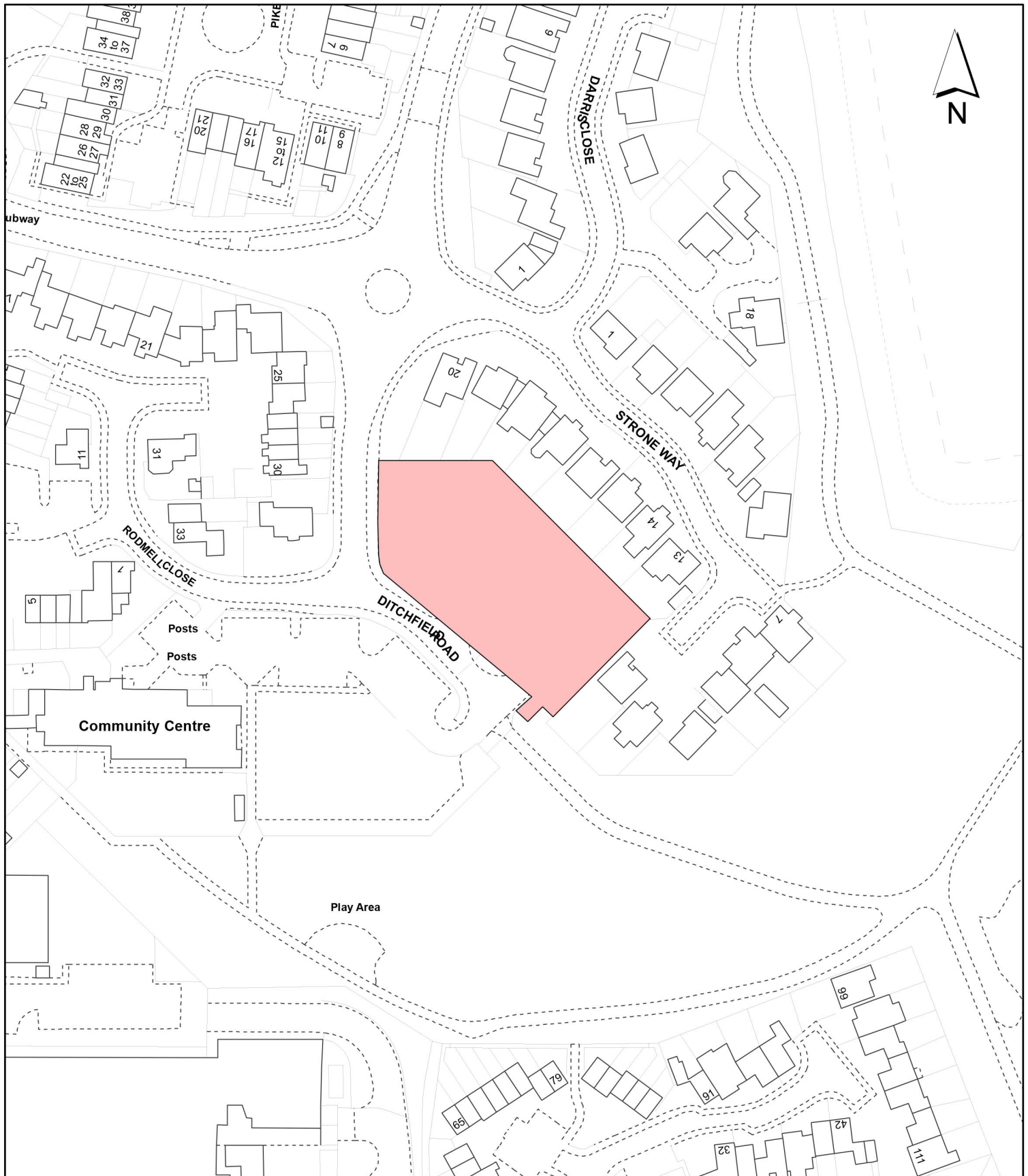
It is recommended that the application should be supported, subject to a Section 106 Legal Agreement / Statement of Intent and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Karl Dafe

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Notes:

 Site boundary

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Site Address:

**Willow Tree Depot
 Ditchfield Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
31572/APP/2017/4624

Scale:
1:1,250

Planning Committee:
Major

Date:
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