

Report of the Head of Planning, Transportation and Regeneration

Address FORMER GARAGES SITE B, REAR OF 2-28 WORDSWORTH WAY WEST
DRAYTON

Development: Demolition of existing garages and construction of 6 dwellings comprising 4 bungalows and 2 houses with associated parking and landscaping

LBH Ref Nos: 74344/APP/2018/4085

Drawing Nos: 2018/D/255/P/06 Rev A
2018/D/255/P/07 Rev A
2018/D/255/P/08 Rev A
2018/D/255/P/09 Rev A
2018/D/255/P/03 Rev A
Location Plan
2018/D/255/P/02
2018/D/255/P/05
2018/D/255/P/04
Tree report date submitted 12-12-18

Date Plans Received: 23/11/2018 **Date(s) of Amendment(s):** 23/11/2018

Date Application Valid: 23/11/2018

1. SUMMARY

This application seeks planning consent for the demolition of the existing garages and the erection of 4 x 2 bed bungalows and 2 x 4 bed dwellings with associated landscaping and car parking.

The existing garages are underused and vacant. Not only would the development provide new housing which will meet the identified local demand for family and accessible units but through the redevelopment an ASB hotspot will be eradicated. The development would provide adequate car parking, external amenity space and as such is considered to be acceptable. A legal agreement is required to stop up highway land.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

i) S278 works to facilitate the development

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

C) That Officers be authorised to negotiate and agree the detailed terms of the

proposed agreement and conditions of approval.

D) If the Legal Agreements have not been finalised by 24th March 2019 (or such other timeframe 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 contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highway works). The proposal therefore conflicts with Policies contained with the adopted Hillingdon Local Plan Saved Policies (November 2012).'

E. That if the application is approved, the following conditions be attached:

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

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

2018/D/255/P/03 Rev A

2018/D/255/P/06 Rev A

2018/D/255/P/05

2018/D/255/P/07 Rev A

2018/D/255/P/08 Rev A

2018/D/255/P/04

2018/D/255/P/09 Rev A

Tree report date submitted 12-12-18

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).

3 RES7 Materials (Submission)

Notwithstanding the approved 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 make, product/type, colour and photographs/images.

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)

4 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 Refuse Storage
 - 2.b Cycle Storage for 6 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts 8 cars and 2 disabled bays
 - 2.e Hard Surfacing Materials

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

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 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).

5 RES14 Outbuildings, extensions and roof alterations

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

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 RES15 Sustainable Water Management

Prior to commencement,(excluding demolition and site clearance) 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 surface water and demonstrate ways of controlling the surface water on site by providing information on:

a) SuDS features:

- i. Incorporating sustainable drainage (SuDS) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.
- ii. Where infiltration techniques are proposed (e.g. soakaways), a ground investigation must be provided to establish the level of groundwater on the site and to demonstrate the suitability of the proposed infiltration techniques.
- iii. Where proposals require a connection to a watercourse or sewer, the rate of runoff should be limited to the equivalent greenfield runoff rates for a variety of return periods including the 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.
- iv. Include calculations to demonstrate the volume of storage and size of drainage features required to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- v. Provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event should be provided. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

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

- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground and identifies the responsibility of different parties for each component of the drainage network.
- ii. Include details of the necessary inspection regimes and maintenance frequencies.
- iii. Where overland flooding is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and/or 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 that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012);

Policy 5.12 Flood Risk Management of the London Plan (March 2016); To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016);

Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); and,

National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

7 RES22 Parking Allocation

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2016).

8 RES24 Secured by Design

The development (buildings and parking areas) 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 excising 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.

9 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's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any

such requirement specifically and in writing.

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

10 RES18 Accessible Units

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

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

11 NONSC Non Standard Condition

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development details shall be submitted to and approved by the council for an acoustic fence along the southern boundary of plot 1. The approved fence shall be erected before plots 1 and 2 are occupied.

12 NONSC Non Standard Condition

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development details shall be submitted to and approved by the council for an acoustic fence which bound the south boundary of plot 1 and plot 3.

REASON

To separate pedestrians from rail traffic and to protect future occupiers and users of the spaces hereby approved from noise disturbance and to accord with policies OE3 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 RES14 Outbuildings, extensions and roof alterations

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

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 I52 Compulsory Informative (1)

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

property) and Article 14 (prohibition of discrimination).

2 I53 **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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I2 **Encroachment**

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

form of encroachment.

4 15 Party Walls

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

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

5 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.

6 115 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.

7 148 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for

approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

8 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

9

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

10 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

11

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

12

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the western side of Wordsworth way and to the rear of No's 2-28. The site comprises of 37 garages that historically serves as car parking or storage and are currently underused. The surrounding area is residential in character and comprises of a variety of different types of residential properties such as blocks of flats, two storey houses and bungalows.

To the south of the site is a wooded open space which provides screening from the M4 Motorway.

The site does not lie within a conservation area nor are there listed buildings within the vicinity of the application site.

3.2 Proposed Scheme

The proposed seeks full planning consent for the demolition of the existing garages and constructions of 4 x 2 bed bungalows and 2 x 4 bedroom dwellings with associated parking and landscaping.

The bungalows would be sited in alignment 15 metres apart from each other starting from the south eastern corner of the site up to access to Colridge Way (North East). The bungalows would be characterised by a pitched roof measuring 4.7 metres in height and would be constructed of a fair-faced brickwork, plain roof tiles and aluminium windows and doors. The proposed plans demonstrate each would benefit from a gross internal floor space of 82 m2 and would be served by a rear garden of 101 m2.

The semi detached 4 bedroom properties would be sited to the south corner of the site, adjacent to the fence which abuts the wooded sloping open space that leads to the M4 motorway. Each unit would be 2 stories with accommodation in the roof and would have a floor area of approximately 114 m2. The buildings would be characterised by a main pitched tiled roof featuring two small dormers in the front elevation and would be constructed of fairfaced brickwork and aluminium windows and doors. Each of the units would be served by gardens in excess of 100 m2.

A new permeable paved passageway is to be constructed between the rear gardens of No.2-28 Wordsworth Way and the new units and it will tunnel around from Wordsworth way through to Colridge Way.

Adequate parking and landscaping has been demonstrated on the proposed plans for each of the units.

The proposed development includes the removal of 4 trees which are further described in the "other issues" section of this report.

3.3 Relevant Planning History

Comment on Relevant Planning History

None

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.H1 (2012) Housing Growth
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.

AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
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OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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LPP 3.3	(2016) Increasing housing supply
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th December 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

EXTERNAL CONSULTATION

Letters were sent to adjoining neighbours and a site notice was erected. Following discussions with the agent a set of revised plans were submitted which prompted a re-consultation. All methods of consultation expired 20-12-18 and 3 responses were received concerning whether or not the wall which bounds the rear gardens of Keats Way would be retained.

Case Officer comments:

The comments relating to the retention of the rear wall which bounds the gardens of Keats Way are answered in the impact on neighbours section of this report.

Internal Consultees

Trees and Landscapes Officer comments:

A tree report has been submitted as a supporting document. The report has assessed the condition and value of 13 individual trees and the impact upon the trees is summarised in Table 1, on page 3. The only 'A' grade tree is T12, Norway maple, which may be affected by the demolition work and soil compaction. Four trees will be removed to facilitate the development, T8 Norway maple (B), and T11 lime (B) and two 'C' grade trees. An arboricultural method statement has been provided and tree protection measures specified to safeguard the tree during construction and demolition. The AMS includes some site monitoring by the tree consultant. Mitigation for tree loss will be provided, in part, by the tree covered embankment below the M4 and, in part, by replacement planting within the new residential layout.

RECOMMENDATION No objection subject to post-commencement conditions RES9 (parts 1,2,4 and 5) and RES10

Flood Water Management comments:

Flood Risk

While the site itself is not shown to be at risk of flooding, the proposed access to the properties along Wordsworth Way (Plot 1 and Plot 2) is shown to be at high risk of surface water flooding. Surface water runoff from the proposed development therefore needs to be managed to ensure that it does not increase the risk of flooding elsewhere.

Surface Water

The site is currently almost entirely formed of hardstanding, with some evidence of a positive surface water drainage network. We welcome that the proposed plan includes the provision of permeable paving for the shared access, driveway and parking areas on the site. As the detailed design of the development progresses, the proposals should maximise the potential for incorporating Sustainable Drainage System (SuDS) elements within the development. We recommend that the potential SuDS measures are considered alongside the landscaping proposals to ensure that all opportunities are incorporated within the scheme design. More detailed information regarding the sustainable drainage requirements in Hillingdon can be found at the following link. <https://www.hillingdon.gov.uk/article/12578/Sustainable-drainage-requirements-for-planning-applications>

Recommendation: Condition

Prior to commencement,(excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning

Authority.

Air Quality Officer:

I have looked at the planning application. It is below the 10 unit threshold and therefore there is no air quality assessment. I have checked the location and the planning application site falls outside any Focus Area and the size of the proposal is likely to have negligible impacts on local air quality

Waste Strategy Manager comments:

The waste and recycling storage for each property is suitable, however the communal bin storage area is not.

Our guidance states that residents should not have to carry sacks any further than 30 metres and that collection crews will not carry sacks any further than 15 metres from the collection point to the vehicle.

It is suitable for the residents to keep their waste within their own property boundary until their collection day.

On collection days, plot 1,2 & 3 should place their waste at the boundary of the proposed development and Wordsworth Way.

Plot 4,5 & 6 should place their waste at the boundary of the proposed development and Colridge Way. (Plot 4 is not within 30 metres of the boundary in either direction, however there are no suitable conditions to rectify this as there will be no managing agent onsite. I would say that this is not significant enough to warrant refusal)

There is no requirement to have a communal bin store and I would recommend that this is not built to avoid an unnecessary build up of waste at the site.

Case Officer comment:

A revised plan has been submitted showing the communal bin store has been removed as per the Waste Strategy Officers request.

Highway Officer comments:

Having assessed the above application, i have the following observations to make.

Proposals comprise of 4 x 2-bed and 2 x 4-bed units with associated parking. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted car parking standards. When considering the quantum of development and nature of the works, it is required that 9 parking spaces are provided. The information submitted demonstrate 10 parking spaces, thus providing an overprovision of 1 space. Provision should also be provided for electric vehicles with 20% of the number of spaces being used as active spaces and 20% as passive. This should be conditioned.

In terms of cycle parking provision, this should be in accordance with the London PPlan minimum standards. Each unit is required to provide 2 secure and covered spaces and this should also be conditioned.

In terms of refuse provision, whilst I note plot 4 falls beyond that which is required in national guidance (occupants should walk no more than 30 metres to the waste storage point), i note that the London Borough of Hillingdon waste team in this instance have not raised any objections.

Mindful of the above, subject to conditions pertaining to car/cycle parking being provided, i have no objections.

Case Officer comment:

Given that this is not a major development, electrical vehicle charging points cannot be secured but could be installed by future occupiers.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (July 2018) has a requirement to encourage the effective use of land and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing. Paragraph 3.4 of the Council's HDAS: Residential Layouts SPD (2006) notes that developments within gardens must seek to enhance the local character of the area. The plot should be of sufficient depth to accommodate new housing in a way which provides a quality residential environment for new and existing residents.

The application site, which has been disused for over 6 years, provides 37 lock up garages for use of car parking or storage. The site is located within an established residential area where two and three storey properties feature small to modest sized rear gardens either side of the proposed site.

It should be noted that not only have the garages been disused for a long period of time, the area has been subject to more than 30 cases of anti-social behaviours which include fly-tipping, graffiti and some criminal activity.

To the south of the site is a wooded open space which provides screening from the M4 Motorway and further north is the access to Colridge Way.

Given the residential character of the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation, subject to ensuring the proposal is of an appropriate density and design, and the proposal being in accordance with all of the relevant planning policies.

7.02 Density of the proposed development

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

It is considered that the site is located within a suburban setting, as defined within the notes to Table 3.2 of the London Plan (2016).

The PTAL score for the site is 2 which identifies the area as having a medium level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide would therefore be between 40 to 80 habitable rooms per hectare per 40 units per hectare.

The proposal involves the provision of 6 residential units on site which has an overall area of approximately 2000 m² (0.2 hectares). The proposed development would provide 24 habitable rooms between all 6 new units which is considered to be acceptable in this

location.

The scheme as proposed results in a density of 120 habitable rooms per hectare and 30 units per hectare. As such the scheme falls slightly below the density recommendations of London Plan Policy 3.4. However taking into consideration the site constraints such as the narrow depth of the site and its tight access to the main public highway and also its close proximity to the M4 motorway, the density of development is considered acceptable.

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

The application site does not fall within a Conservation Area or an Area of Special Local Character.

7.04 Airport safeguarding

Not applicable

7.05 Impact on the green belt

Not applicable

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE22 states that buildings of two or more storeys in height should be set back a minimum of 1 metre from the side boundary of the property for the full height of the building.

The application site is located between the rear gardens of No.2-28 Wordsworth Way and 52-74 Keats Way both of which consist of terraced properties varying in size with a mix of two and three storey properties. The surrounding properties are characterised by main tiled pitched roofs and constructed of a mixture of pale coloured brick and timber cladding sections below the habitable windows in the front elevations. It is considered that whilst the construction of the 4 bungalows in an area of predominantly 2 and 3 storey buildings could be viewed as a departure from its surroundings consideration should be given to the fact that the proposed development would see the current disused site regenerated. Whilst the scale of the bungalows may be smaller than the existing residential buildings within close proximity they have been designed sympathetically as they are to be characterised by tiled pitched roofs, constructed of a similar brick and feature a small canopy which would protrude from the front entrance door to provide some rain cover.

Each individual unit has been designed to be set in from all boundaries by at least 1 metre and a separation distance of at least 15 metres has been provided between each bungalow.

Subsequently, it is considered that the proposed units would not have a detrimental impact on the street scene and surrounding area and would not appear over dominant. As such, it is considered that the proposals would comply with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings of two storeys in height or more should be set back a minimum of 1 metre from the side boundary of the property for the full height of the building.

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

The Council's adopted supplementary planning document, HDAS-residential layouts sets out requirements for separation distance which protect existing and proposed occupiers from possible over-domination and privacy impacts. Section 4.12 states that new residential developments should achieve a distance of 21 metres between neighbouring habitable room windows.

The proposed site plan demonstrates that a 15 metre separation distance has been achieved in the siting and design of all 4 bungalows however the proposed pair of semi-detached dwellings would be constructed within 8 metres of No.2 Wordsworth Way. No.2 has 4 side facing high level windows. These are secondary windows to a habitable room and a bathroom or staircase. Given this and the fact that the side facing windows in the proposed dwellings would it is not considered that this would give rise to any detrimental loss of privacy, outlook or overlooking issues.

With regards to the bungalows the proposed elevations demonstrate windows are to be installed to the front and rear elevations to serve habitable rooms and a small obscure glazed window within the western elevation which would serve a bathroom. None of the above mentioned windows would can be viewed from the properties within Keats Way which bound the site nor can they be viewed by the properties within Wordsworth Way.

With regards to overshadowing the proposed bungalows would be set in from the boundary the shared boundary with the No.74-52 Keats Way, by approximately 1 metre and those properties which share this boundary are sited approximately 15 metres away as they benefit from generously sized rear gardens. This boundary is formed by an existing 2.2 metre high wall which the proposed site plan shows to be retained or replaced by 1.8 metre closed boarded fence with 0.3 metre high trellis. Taking these points into consideration and the fact that the existing garages are built on the boundary with an eaves height of approximately 2.5 metres in comparison to the bungalows which are set in 1 metre from the boundary with an eaves height of 2.4 metres, it is considered that overall, the proposal would not have a detrimental impact on the amenity of neighbouring residents.

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards

as set out above. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

Plot 1:Semi-detached dwelling - 4 bed 6 person - 114 sm2
Plot 2:Semi-detached dwelling - 4 bed 6 person - 114 sm2
Plot 3:Bungalow - 2 bed 3 person - 82 sm2
Plot 4:Bungalow - 2 bed 3 person - 82 sm2
Plot 5:Bungalow - 2 bed 3 person - 82 sm2
Plot 6:Bungalow - 2 bed 3 person - 82 sm2

The proposed plans demonstrate that the development would comply with the minimum space standards set out in the London Plan and the National Space Standards.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

The proposed plans demonstrate that all units meet the minimum space standards required as do each habitable room. Adequate outlook and daylight is proposed for each habitable room and therefore the scheme is considered to be policy compliant.

EXTERNAL LAYOUT/AMENITY SPACE

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, requires 4 bedroom houses to provide at least 100 sqm of amenity space and 2 bedroom houses to have at least 40 sqm. The proposal provides in excess of the requirements set out above which accords with Policy BE23 and the SPD requirement.

OUTLOOK

The application has been designed with appropriate defensible space between the proposed units. Concerns were raised with regards to the lack of outlook for the 2 habitable rooms within the loft of the semi-detached dwellings. Subsequently a revised plan has been submitted which includes 2 small front dormers which would serve as the primary source of outlook and daylight for these habitable rooms. Overall the proposal provides future occupiers with an acceptable outlook.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority

will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

In line with the above a parking management scheme has been submitted demonstrating 10 spaces are to be provided within the curtilage of the development. The proposed site plan demonstrates that 5 spaces are to be located in the north west corner in-front of the semi-detached dwellings and 5 are to be located near the junction of the garages site and Colridge way. As such the maximum standard for spaces is 1.6 per unit or 10 in this case which the proposed provision would meet.

The proposed site plans demonstrates that highway works would be required to the access points from both Wordsworth Way and Colridge Way which involves the widening of these access points into the development. This is to be secured via a section 278 agreement and stopping order secured via a section 106 agreement is required to ensure these works are undertaken.

The Design and Access Statement section states 1 x bicycle storage within each rear garden is to be provided however this has not been demonstrated on the proposed plans and therefore a condition has been included to ensure that a plan showing them is submitted to the council for approval.

A further condition pertaining to the layout and marking of the car parking spaces has been included so that the council can have a better view of the car parking arrangement prior to the occupation of the units.

A highways concern was raised in regards to the proposed refuse arrangement as there would be limited access to allow a refuse/recycling vehicle near to the front of the site and to turn around. Subsequently the Waste Strategy Manager provided a revised arrangement which requires plot 1,2 & 3 should place their waste at the boundary of the proposed development and Wordsworth Way and plot 4,5 & 6 should place their waste at the boundary of the proposed development and Colridge Way.

Whilst guidance states that residents should not be required to carry waste further than 30 metres to a collection point for which the proposed site plan demonstrates that plot 4 would, this would not be considered reason enough to refuse the application and there are there are no suitable conditions to rectify this as there will be no managing agent onsite.

It is therefore considered that the proposed development is in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

A condition would also be attached to any approval to require the development to be built to secured by design standards and maintained as such.

The proposed development would therefore be in accordance with Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

ACCESSIBILITY

The development is compliant with the access requirements as well as the London Plan.

All the external door openings will have level access thresholds wide enough for people with mobility difficulties and wheel chair users. The new houses will be constructed to Volume 1-Dwellings-Access to and use of buildings, Part M4(2) of the Building Regulations 2010, which will be secured by condition.

7.13 Provision of affordable & special needs housing

Not applicable

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states, amongst other things, that development proposals will be expected to retain and utilise topographical and landscape features of merit.

Appropriate landscaping is demonstrated on the proposed site plan and the scheme is generally compliant with the councils landscaping guidance and policies. The councils Landscapes Architect has requested a condition be included to secure further hard and soft landscaping details including further information on the construction of the external surfaces. The councils Landscapes Architect has assessed the tree report submitted in support of the removal of 4 trees (T8 Norway maple (B), and T11 lime (B) and two 'C' grade trees) and details of the several trees to be planted within the development and has raised no objection to the proposal on tree protection grounds.

7.15 Sustainable waste management

A consultation with the councils Highways Officer and Waste Strategy Manager revealed concerns with the inclusion of a communal bin store to be sited in close proximity to the sites access to Wordsworth Way. Subsequently a revised plan was submitted removing the communal bin store in favour of each property storing waste within their individual boundary before placing it out for collection. Further details of the individual bin stores/cupboards are to be secured by condition.

In consulting the Waste Strategy Manager a conclusion was reached that plots 1,2 & 3 should place their waste at the boundary of the proposed development and Wordsworth Way and plot 4,5 & 6 should place their waste at the boundary of the proposed development and Colridge Way.

7.16 Renewable energy / Sustainability

Not applicable

7.17 Flooding or Drainage Issues

The application site does not fall within a flood risk zone however the proposed access along Wordsworth Way is shown to be at high risk of surface water flooding. Surface water runoff from the proposed development therefore needs to be managed to ensure that it does not increase the risk of flooding elsewhere.

Surface Water

The site is currently almost entirely formed of hardstanding, with some evidence of a positive surface water drainage network. We welcome that the proposed plan includes the provision of permeable paving for the shared access, driveway and parking areas on the site. As the detailed design of the development progresses, the proposals should maximise the potential for incorporating Sustainable Drainage System (SuDS) elements within the development. We recommend that the potential SuDS measures are considered alongside the landscaping proposals to ensure that all opportunities are incorporated within the scheme design. More detailed information regarding the sustainable drainage requirements in Hillingdon can be found at the following link. <https://www.hillingdon.gov.uk/article/12578/Sustainable-drainage-requirements-for->

planning-applications

7.18 Noise or Air Quality Issues

The site does not fall within any of the air quality focus areas therefore the proposal is likely to have negligible impacts on local air quality. However as plots 1 & 2 would be sited close to the M4 a condition to secure acoustic fencing to this area of the site has been included.

7.19 Comments on Public Consultations

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

(i) S278 works to secure highway works.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £70,872.41.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is ££27,750.13.

7.21 Expediency of enforcement action

N/A

7.22 Other Issues

None

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

This application seeks planning consent for the demolition of the existing garages and the erection of 4 x 2 bed bungalows and 2 x 4 bed dwellings with associated landscaping and car parking.

The redevelopment of the site which is currently vacant, is considered acceptable in principle. The layout, scale and design of the proposed development is acceptable in this context. The proposal would not result in harm to the amenity of neighbouring occupiers and the level of amenity space and car parking being provided for future residents is considered acceptable.

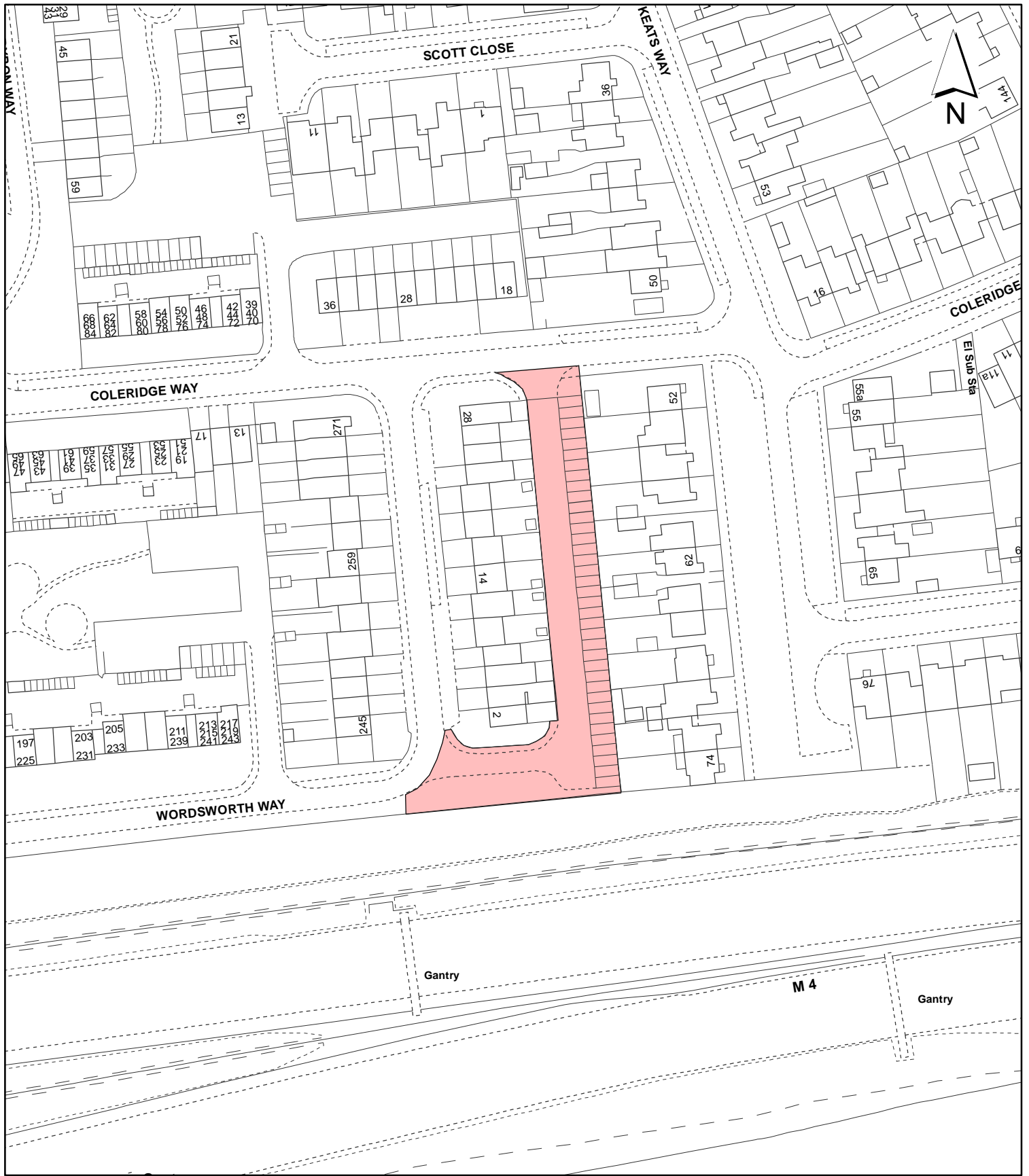
It is therefore recommended that the application is approved, subject to the conditions included within this report and the signing of a Section 106 agreement relating to the highway works required.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Christopher Brady

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Notes:

 Site boundary

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Site Address:
**FORMER GARAGES SITE B
 REAR OF
 2-28 WORDSWORTH WAY**

Planning Application Ref:
74344/APP/2018/4085

Planning Committee:
Major

Scale:
1:1,250

Date:
January 2019

**LONDON BOROUGH
 OF HILLINGDON**
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