

## **Report of the Head of Planning, Transportation and Regeneration**

**Address** SCOUTS HUT, 4 LADYGATE LANE RUISLIP

**Development:** Erection of 1 x 4-bed detached dwelling, 1 x 3-bed detached dwelling and 2 x 3-bed semi-detached dwellings with associated parking and amenity space, involving demolition of existing Scout Hut. (AMENDED PLANS 28/05/19)

**LBH Ref Nos:** 702/APP/2018/4224

**Drawing Nos:** 1445/P 200 Rev D  
1445/P 201 Rev E  
1445/P 202 Rev D  
1445/P 203 Rev D  
1445/P 300 Rev G  
1445/P 301 Rev F  
1445/P 302 Rev E  
Transport assessment addendum 28-05-19  
1445/SK( )37 Rev D  
1445/P 110 Rev K  
1445/P 211 Rev A  
1445/P 150 Rev A  
1445/P/ 151 Rev A  
9846-KC-XX-YTREE-TPP01 Rev E  
9846-KC-XX-YTREE-TreeSurvey-and-ImpactAssessment-RevE  
Design & Access Statement revised 28/05/19  
1445/P 212 Rev A  
1445/P(--)210 REV B  
1445/P 152 Rev A  
1445/P(-)01 A  
Transport Statement 30751/D01c  
9846-KC-XX-YTREE-TCP01Rev0  
DAYLIGHT/SUNLIGHT REPORT  
1445/P(-)01 A  
1445/P(-)02  
1445/P(-)10 A  
1445/P(-)11 A  
1445/P(-)20  
1445/P(-)21  
1445/P(-)22  
1445/P(-)23  
1445/P 102 Rev H  
1445/P 110 Rev L  
1445/P 111 Rev L  
1445/P 112 Rev K  
1445 113 Rev H  
1445/P 400 Rev F  
1445/P 401 Rev F

**Date Plans Received:** 03/12/2018      **Date(s) of Amendment(s):** 28/05/2019

**Date Application Valid:** 03/12/2018      03/12/2018

## **DEFERRED ON 17th July 2019 FOR SITE VISIT .**

The application was deferred for a members site visit to be undertaken.

### **1. SUMMARY**

This application seeks full planning consent for the demolition of the existing scout hut building and the erection of 3 x 3 bed and 1 x 4 bed dwellings with associated parking and amenity space.

The applicant has stated that the existing scout hut facility is to be relocated to a more suitable location at St Catherine's Road (approximately 0.5 miles north-east of the application site), subject to the relevant consents. Whilst this application submission is not considering the acceptability or principle of this relocated use at this site, it is important to note that an application for the provision of a replacement scout hut in a nearby location has been approved under planning reference 6039/APP/2018/4478.

A section 106 is required to ensure that if the proposed housing is allowed, replacement scouting facilities can be re-provided.

### **2. RECOMMENDATION**

**A).That delegated powers be given to the Head of Planning, Transportation and Regeneration to confirm approval 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:**

**(1) The London Diocesan Fund will make a financial contribution of £100,000 to LB Hillingdon to fund the re-provision of the new Scout Hut Facility (D1 Use) at the St Catherine's Road site approved under Planning Application (ref: 6039/APP/2018/4478) -fine**

**(i) Should the St Catherine's Road scheme not be completed within a 12 month period from date of Planning Approval (of the latter planning application) then these monies contributed by the LDF can be used by LB Hillingdon to fund the provision of a D1 use at an alternative site within the borough**

**(ii) The £100,000 contribution will be paid in 2 staged payments:**

**(a) The first £50,000 is payable when planning permission is granted; and**

**(b) the second payment of £50,000 is payable prior to commencement of works on site.**

**(iii) If the Council have not spent the £100,000 within 5 years then the London Diocesan Fund will clawback the unspent monies.**

**(2) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + coordinator costs) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**

**(3) That the applicant continue to liaise with Transport for London to agree and finalise details of the proposed relocation of the bus stop.**

**(4) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.**

**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 24 July 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 community facilities and highway works). The proposal therefore conflicts with Policies contained within the adopted Hillingdon Local Plan Saved Policies (November 2012).'**

**F). 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

9846-KC-XX-YTREE-TCP01Rev0  
9846-KC-XX-YTREE-TPP01 Rev E  
846-KC-XX-YTREE-TreeSurvey-and-ImpactAssessment-RevE  
Transport Statement Addendum 28-05-19  
Transport Statement 30751/D01c  
1445/P 200 Rev D  
1445/P 201 Rev E  
1445/P 202 Rev D  
1445/P 203 Rev D  
1445/P 300 Rev G  
1445/P 301 Rev F

1445/P 302 Rev E  
1445/P 110 Rev K  
1445/P 211 Rev A  
1445/P 150 Rev A  
1445/P/ 151 Rev A  
1445/P 212 Rev A  
1445/P 152 Rev A  
1445/P 102 Rev H  
1445/P 110 Rev L  
1445/P 111 Rev L  
1445/P 112 Rev K  
1445 113 Rev H  
1445/P 400 Rev F  
1445/P 401 Rev F  
1445/SK(\_)37 Rev D  
1445/P(--)210 REV B

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 RES8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (2012)

### **5 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 Means of enclosure/boundary treatments
  - 2.b Car Parking Layouts showing 8 car parking spaces and including 1 disabled compliant space (including demonstration that 2 parking spaces are served by electrical charging points (active provision) and 2 spaces could be easily converted in the future (passive provision)),
  - 2.c Hard Surfacing Materials
  - 2.d External Lighting
  - 2.e Other structures (such as play equipment and furniture)
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
  - 5.b Proposed finishing levels or contours

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 (2015).

#### **6 RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting

should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **7 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)

### **8 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:

- i) Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012);
- ii) Policy 5.12 Flood Risk Management of the London Plan (March 2016);
- iii) To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016);
- iv) Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); and,
- v) National Planning Policy Framework (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

### **9 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).

### **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 RES13 Obscure Glazing**

The window(s) facing the Larchmont, the north side elevation of house 4 and the ground floor rear window of house 1 which serves the WC shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

## REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (2012)

### **12 RPD1 No Additional Windows or Doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

## REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **13 RES24 Secured by Design**

The dwelling(s) 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 (2015) Policies 7.1 and 7.3.

## 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            I5            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:

- (i) carry out work to an existing party wall;
- (ii) build on the boundary with a neighbouring property;
- (iii) 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                      I6                      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                      I15                      Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://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                      I48                      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](http://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 site is located on the south side of Ladygate Lane and consists of a long narrow plot with an existing vehicular access from Ladygate Lane. The site is currently occupied by a single storey brick building that is in use by 2nd/9th Ruislip Scout Group (Use Class D2) set back approximately 18m from the road.

The surrounding area is predominantly residential in character. To the west, the rear gardens of the dwellings in St Margaret's Road back onto the site. To the east is a two-storey block of flats (1-10 Larchmont), set back from Ladygate Lane, and with a number of main habitable room windows facing onto the application site. To the north on the opposite side of Ladygate Lane, are further two-storey residential dwellinghouses.

The site is currently occupied by a single storey brick building that is in use by 2nd/9th Ruislip Scout Group (Use Class D2). The building is set back by approximately 18 metres from the road and is located in the south west corner of the site.

#### **3.2 Proposed Scheme**

The proposal is for the demolition of the existing scout hut building and the erection of 3 x 3 bed and 1 x 4 bed dwellings with associated parking and amenity space.

#### **3.3 Relevant Planning History**

702/C/98/0866

Scouts Hut, 4 Ladygate Lane Ruislip

Details of tree surgery to seven Lime trees (including height reduction by one-third) in compliance with condition 7 of planning permission ref.702A/73/259 dated 07/05/73; Erection of a Scout Headquarters

**Decision:** 23-07-1998    Refused

702/PRC/2014/126          Scouts Hut, 4 Ladygate Lane Ruislip  
Erection of 6 residential dwellings

**Decision:** 22-04-2015    OBJ

702/PRC/2015/78          Scouts Hut, 4 Ladygate Lane Ruislip  
Erection of four residential dwellings

**Decision:** 15-11-2016    NFA

702/PRC/2018/95          Scouts Hut, 4 Ladygate Lane Ruislip  
Erection of 5 new residential dwellings

**Decision:** 07-08-2018    PRC

#### **Comment on Relevant Planning History**

The application site has been subject to a number of pre-application advice requests.

#### **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
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

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **12th April 2019**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

The application has been subject to 3 rounds of both internal and external consultation. The third round of consultation was undertaken following the submission of a revised landscape plan and the response to this will be included as part of the committee addendum.

### **PUBLIC CONSULTATION RESPONSE (1)**

The application was advertised publicly by way of notices posted adjacent to the site. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments.

26 Letters of objection received (summarised) and a petition containing 40 signatures has been received.

- Traffic and road safety implications due to the proposed alterations to the highway to allow access and egress for the development and in particular the moving of the bus stop further towards the junction
- Overlooking and privacy
- Design of the proposed dwellings would present a departure from the prevailing character of the local area
- Potential damage to trees which are both protected and considered screening from the noise populated by vehicles from Bury Street
- Local concerns with over-development of the site
- Impacts to daylight and sunlight from those properties within close proximity
- Insufficient parking within the area and the development could exasperate this issue
- Inconsistencies within the supporting documentation with particular reference to the proposed material
- Loss of the community use building
- The height of the 3 storey buildings would appear over dominant in area of 1-2 storey dwellings
- Separation distances do not meet the councils policies and guidance (overlooking/privacy)

In addition to the above a Ward Councillor has also raised the following objection;

The revised proposals remain unacceptable and at odds with our planning policies - in terms of over development, and being out of character with the visual appearance of the existing street scene, and loss of residential amenity in terms of its proximity to the rear boundary of properties in St Margarets Road.

## PUBLIC CONSULTATION RESPONSE (2)

The application was re-advertised publicly by way of notices posted adjacent to the site. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments.

15 Letters of objection received (summarised)

- The proposed dwellings remain 3 stories
- Traffic impacts due to moving bus stop closer to the junction
- Parking
- Loss of Privacy
- Tree protection / loss of trees which residents consider are of value
- Design remain inappropriate for this area
- Density of development is too high / over-development
- Impacts to local infrastructure (schools, doctors etc)
- Highway safety
- Lack of Bat survey

## OFFICER COMMENT:

All matters raised are addressed within the body of the report.

TRANSPORT FOR LONDON (TfL) 07-02-19 :

With regards to the above mentioned proposal, TfL offers the following comments:

1. The proposal includes an excessive amount of car parking with 10 car parking spaces. The submitted Transport Statement supporting the applicant established that the current car ownership level for the local ward where the site is located is 1.43 cars per household, therefore a maximum of 8 car parking spaces at a ratio of 1.5 space per household in outer London PTAL 1 area, this also includes 1 disabled space. It is also requested that at least 2 of the spaces be provided with electric vehicle charging points with the rest with passive provision. Therefore car parking should be reduced accordingly in line with the Draft London Plan policy T6 'Car Parking'. Despite the submission of swept path analysis, it is also concerned that the existing parking layout may not provide sufficient for service vehicles (i.e. refuse truck) to turn around with the site, therefore a bigger hammerhead area should be provided to facilitate to avoid vehicle having to reverse to/ from the site.

2. The proposed provision of 10 cycle parking spaces meets the Draft London Plan cycle parking standards in terms of quantity, TfL requests that at least 1 space should be provided for tandem/cargo bikes in line with the London Cycle Design Standards (LCDS). It is also recommended that the applicant may provide individual cycle parking storage closer to entrance of each property to improve convenience.

3. A Car Parking Management Plan shall be implemented and be secured by condition to ensure the smooth operation of the car parking area.

4. A Construction Logistics Plan (CLP) shall be produced in line with TfL's CLP guidance and shall be conditioned by the Council.

5. The proposed relocation of the existing bus stop toward the west of the site is principally accepted; the applicant must bear the full cost of relocation and a planning condition shall be imposed that the proposal shall not commence until the relocation of the proposed bus stop has been completed. The applicant shall continue to liaise with TfL's Road Asset Operation team to discuss the proposed bus stop relocation.

In conclusion, the applicant is required to address all of the issues raised satisfactorily in order to comply with London Plan policies and enable TfL to express support to the proposed development.

TRANSPORT FOR LONDON (TfL) 27-03-19 :

Having assessed the proposals, I can confirm that TfL Spatial Planning has no comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in the draft London Plan. Please contact me if you consider that there are any strategic as opposed to local transport issues raised by this case.

TRANSPORT FOR LONDON (TfL) 12-04-19 :

I understand that you have sought clarification of TfL's view on the re-siting of a bus stop as part of the proposals for the development of the Scouts Hut, 4 Ladygate Lane, Ruislip, following my colleagues' comments sent 28th March 2019.

It appears that the re-consultation does not change the plans to relocate the existing bus stop and therefore TfL's initial comments on this element of the proposal are maintained (see point 5 of the attached).

The proposed relocation of the existing bus stop to the west of the site is principally accepted. The applicant must bear the full cost of the relocation and a planning condition shall be imposed that the proposal shall not commence until the relocation of the proposed bus stop has been completed. The applicant shall continue to liaise with TfL's Road Asset Operation team to discuss the proposed bus

stop relocation.

I hope this helps to clarify TfL's position on this element of the proposal. Please do not hesitate to contact me if I can be of any further assistance.

### **Internal Consultees**

HIGHWAY OFFICER COMMENTS 06-06-19:

#### **Site Characteristics**

This address situated within a residential catchment at the eastern end of Ladygate Lane in proximity of its junction with Bury Street, Ruislip. The site envelopment currently consists of a Scout Hall and is fronted by an existing bus stop. The location exhibits a PTAL rating of 1b which is considered as low and therefore heightens dependency on the private motor car.

#### **Parking/Cycle Provision**

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy and emerging Development Management Policy DMT 6 state that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

The level of residential and cycle parking should reflect the Council's adopted standards. It is proposed to provide 4 new residential units consisting of 3x3 and 1x4 bedroom units with 8 on-plot parking spaces in total including 1 disabled compliant space. This equates to a 2 space per unit provision. As the 8 spaces (bar one) lie within a communal area, the parking standard would require in the region of 6 on-plot spaces. This proposed level of provision therefore exceeds the Council's maximum parking standard but is welcomed as it reduces the probability of undue parking displacement onto the public highway. As, in the main, the parking spaces as proposed are not within the curtilage of each unit, it is necessary to apply a parking allocation planning condition in order to ensure that each new build possesses 2 dedicated spaces.

The cycle parking provision should be at level of 2 secure and accessible spaces per unit to accord with the Council's minimum cycle parking standard. A quantum of detail (10 cycle stands) has been presented and is therefore considered acceptable.

#### **New vehicular access arrangements**

To allow the provision of a new roadway that would serve the proposal, it is necessary to create a new access from the public highway. The design of the access and the new road with 'swept path' conformity are broadly acceptable as they conform to nationally recognised road layout/ junction standards (Manual for Streets - circa 2007) for new developments. To facilitate the new access it would also be necessary to relocate an existing Bus Stop arrangement which currently fronts the proposed site envelope. It is mentioned within the submission that the Bus Stop relocation has been agreed with Transport for London (TfL) as this responsibility falls within their jurisdiction. Evidence to this effect has been submitted.

From the Council's point of view, the westward shift of the stop is accepted in principle as the new positioning is not envisaged to cause detriment to general vehicle movements or highway safety. All the associated works involved with the removal and replacement of the Stop would be undertaken at the expense of the applicant as would be the case for the construction of the new access arrangement and 'making good' /extinguishment of the old site access. Please note that the new access would need to be constructed to an appropriate Council standard under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) and at the applicant's expense.

#### **Vehicular Trip Generation**

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The anticipated uplift in trip generation related to the new dwelling units does not raise any



immediate highway concerns. This is due to the fact that traffic movement into and out of the site is not expected to exceed 2-3 vehicle movements during the peak morning and evening hours. Hence such uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

#### On-Plot Refuse Storage

Refuse collection would be executed via Ladygate Lane. In order to conform to accepted 'waste collection distances' from the public highway, the bins should be positioned within 10m of a refuse vehicle i.e. relatively close to the site frontage boundary with Ladygate Lane. A specific bin store location has been indicated on plan which is located toward the site frontage thereby conforming to this requirement. There are no further observations.

#### Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential road network (which is compounded by the nearby school 'drop off' and 'pick up' periods) in order to avoid/minimise potential detriment to the public realm. It will need to be secured under a suitable planning condition.

#### Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

#### FLOOD WATER MANAGEMENT 18-12-18:

##### Flood Risk

The site is not shown to be located in an area at risk of flooding.

##### Surface Water

We welcome that the proposed plan includes the provision of permeable paving for the shared access, driveway and parking areas on the site, in addition to water butts for each property and a green roof on the bin store. 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.

#### RECOMMENDATIONS: 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. 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 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).

#### FLOOD WATER MANAGEMENT 05-04-19:

No change to previous response - condition proposed in previous attached observations

#### NOISE COMMENTS 12-02-19 :

Internal sound insulation within the envelope(structure) of the residential extension dwelling. Please apply the following condition. Condition: The noise level in rooms at the development hereby approved shall meet the internal noise levels specified in BS8233:2014 for internal rooms and external amenity areas. Reason: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### ACCESS OFFICER

Any grant of planning permission should include the following condition: The dwellings hereby approved shall 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, and all such provisions 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, is achieved and maintained.

#### TREES AND LANDSCAPES 13-02-19 :

this site is occupied by a rectangular plot of land on the south side of Ladygate Lane, near the junction with Bury Street. The scout hut is set back from the road towards the rear of the site, on the western boundary. There are three mature trees (limes) along the front (north) boundary and a line of trees along the west boundary, which backs onto the rear gardens of St Margaret's Road. Selected trees are protected by TPO 608. There are 7No. protected trees limes on the site T1 to T5 along the front boundary and north-west corner and T6 and T7 in the south-west corner.

The site has been the subject of pre-application advice, ref. PRC/2018/4224, in the course of which the layout around the site entrance was amended to address tree / landscape objections. The current application includes the submission of a tree report by Keen, dated March 2018. The report includes a Tree Constraints Plan, dated October 2017. The tree report has identified and assessed the condition and value of 18No. trees. There are no 'A' grade trees. There are 7No. 'B' grade trees, all limes: T1, T2, T3, T4, T5, T10 and T11. These trees are the seven trees protected by the TPO. Their current condition and value warrants their retention and protection within the development. The remaining trees are 'C' grade (poor) and there are 2No. 'U' grade trees - whose removal is justified in terms of sound arboricultural management. According to the tree report, clause 4.6, six trees will be removed to facilitate the development. All six are 'C' and 'U' grade trees whose removal is not seen as a development constraint. At 4.11 the report notes that shade may be an issue for occupants of the houses. While this may be a matter of personal choice, the layout could be considered unacceptable if it creates pressure to remove protected trees - which would be difficult for the Council to reasonably resist. At 4.12 the report notes that access and parking is within the root protection area of some trees. There is no objection to the assessments and objectives of the tree report. A tree protection plan, by Keen, has been submitted, last revised in November 2018. This includes the provision of tree protection measures including fencing and ground protection above the root protection areas of trees. There are no proposals for soft landscape enhancement at this stage. The location of the bin store on the front boundary is a prominent and unsightly feature. This should be well-designed and screened with planting.

While pre-application discussions have resulted in improvements to the site layout, the intensity of the layout will pose a risk to retained (protected) trees unless the site is well managed and supervised by the arb consultant. A pre-commencement condition RES8 should be added. The method statement should include a requirement for the tree consultant to be retained to supervise and monitor the tree protection measures throughout the demolition and development of the site. - A schedule of proposed visits should be submitted for approval. Post-commencement conditions should include RES9 (parts 1,2,4,5 and 6).

#### TREES AND LANDSCAPES 23-04-19 :

This site is occupied by a rectangular plot of land on the south side of Ladygate Lane, near the junction with Bury Street. The scout hut is set back from the road towards the rear of the site, on the western boundary. There are three large mature trees (limes) along the front (north) boundary and a line of trees along the west boundary, which backs onto the rear gardens of St Margaret's Road. Selected trees are protected by TPO 608. There are 7No. protected trees limes on the site T1 to T5 along the front boundary and north-west corner and T6 and T7 in the south-west corner.

#### COMMENT

The site has been the subject of pre-application advice, ref. 702/PRC/2018/95 and the layout amended in response to the LPA's concerns about the safeguarding of existing trees. The current application includes the submission of a tree report by Keen, last amended in November 2018. The tree report has identified and assessed the condition and value of 18No. trees. There are no 'A' grade trees. There are 7No. 'B' grade trees, all limes: T1, T2, T3, T4, T5, T10 and T11. These trees are also the seven trees protected by the Order. Their current condition and value warrants their retention and protection within the development. The remaining trees are 'C' grade (poor) and there are 2No. 'U' grade trees - whose removal is justified in terms of sound arboricultural management.

According to the tree report, clause 4.6, six trees will be removed to facilitate the development. All six are 'C' and 'U' grade trees whose removal is not seen as a development constraint. At 4.11 the report notes that shade may be an issue for occupants of the houses. While this may be a matter of personal choice, the layout could be considered unacceptable if it creates pressure to remove protected trees - which would be difficult for the Council to reasonably resist. At 4.12 the report notes that access and parking is within the root protection area of some trees.

There is no objection to the assessments and objectives of the tree report as summarised in sections 4.24 to 4.27. The report provides a survey and impact assessment and plans include a Tree Constraints Plan and a Tree Protection Plan. The report confirms that site monitoring / supervision by the arb consultant will be provided at critical stages of the development - details of which should be conditioned.

RECOMMENDATION No objection, subject to conditions RES8 (part 3), RES9 (parts 1,2,4,5 and 6) and RES10. Robert Reeves Principal Landscape Architect

#### TREES AND LANDSCAPES 03-06-19

The current submission has been amended to reduce the number of units to four from five. The effect of the new layout is to free up space for a more logical car park at the far end of the site and an improved site layout with enhanced soft landscaping. This has improved the relationship between the development and the neighbouring flats at Larchmont. The cycle store has been moved into the site (where it will be more secure and can be screened) - and kept away from the front boundary. The scheme continues to be supported by the tree survey and arb impact assessment by Keen.

RECOMMENDATION No objection subject to the previous conditions RES8 (part 3), RES9 (parts 1,2,4,5 and 6) and RES10. Robert Reeves Principal Landscape Architect

#### CONSERVATION AND URBAN DESIGN COMMENTS 23-01-19 :

No conservation comments

#### SUSTAINABILITY AND ECOLOGY COMMENTS:

The Natural England standing advice identifies that the current on site situation (old building with mature trees and in close proximity to water - the River Pinn) presents potential bat suitability.

Bats are European protected species. Impacts on bats therefore must inform a decision; a condition for further surveys means that the Local Authority has pre-determined the impacts on bats to be acceptable which is not appropriate course of action.

Given the potential onsite suitability, the Council would strongly suggest that in the first instance a bat scoping assessment is carried out. This would determine the extent of bat sightings in the area, a more in depth appraisal of the building's potential for supporting bat roosts and a visual inspection of the trees to consider their roosting potential.

This would conclude the potential for the site to support bats and whether further survey information is necessary; ultimately it would allow for an informed decision.

The scoping survey can be undertaken at any time of the year, and will only require one onsite inspection (assuming the whole site can be accessed). The conclusions would then need to be reviewed to determine the next course of action for the planning decision stage; i.e. further surveys necessary or no further action.

## OFFICER COMMENT:

A bat scoping survey has been undertaken and found there to be no signs of Bat's nesting in either the building itself nor the surrounding trees/foliage. It is therefore considered that no further work is required.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

One of the primary considerations with this scheme is the loss of the scout hut, which is recognised as a community facility.

Policy R5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will not grant planning permission for proposals which involve the loss of land or buildings used for a sports stadium, outdoor or indoor sports and leisure facilities, public or community meeting halls, or religious, cultural and entertainments activities, unless adequate, accessible, alternative facilities are available.

The applicants have stated that the existing scout hut facility is to be relocated to a more suitable location at St Catherine's Road (approximately 0.5 miles north-east of the application site), subject to the relevant consents. Whilst this pre-application submission is not considering the acceptability or principle of this relocated use at this site, it is important to ensure that prior to this application for the redevelopment of the site being submitted, that an alternative site has been achieved for the community use. It is advised that the application for the replacement scout hut should either be submitted prior to any application for the redevelopment of the application site, or could be submitted alongside this application.

Therefore subject to the acceptable relocation of the community use, there is no in principle objection to the redevelopment of the site for residential purposes. The need to secure the re provision of the new scout hut will be secured through a S106 agreement.

#### **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 1b which identifies the area as having a poor level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site would there be between 35 to 55 units per hectare and 150 to 200 habitable rooms per hectare.

The proposal involves the provision of 4 residential units on site which has an overall area of approximately 1200 m<sup>2</sup> (0.12 hectares). The scheme proposed results in a density of 108 habitable rooms per hectare and 33 units per hectare which is considered to be acceptable in this location.

#### **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**

No safeguarding issues are considered to arise from the proposal.

#### **7.05 Impact on the green belt**

The application site is not located in or close to the green belt.

#### **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 site is located on the south side of Ladygate Lane and consists of a long narrow plot with an existing vehicular access from Ladygate Lane. Modest, hipped roof, traditional style tall properties are most prevalent within the immediate context and some smaller bungalows within reasonably close proximity. To the west of the site are the rear gardens of the dwellings in St Margaret's Road back onto the site. To the east is a two-storey block of flats (1-10 Larchmont), set back from Ladygate Lane and to the north on the opposite side of Ladygate Lane, are further two-storey residential dwellinghouses.

The surrounding roads vary in development pattern as well as design, for example the pattern and layout of development in Vicarage Close and Deborah Crescent to the south, comprises of dwellings with individual building lines and with no definitive orientation, in comparison with St Margrets Close where there is a clear established building line, particularly the front elevations which are set back from the road behind low boundary walls and modest soft landscaped front gardens.

The proposed development would see the existing single storey scout hut building demolished and the construction of 4 new three storey dwellings. Regarding the proposed siting and layout of the development, the revised site plan illustrates that all 4 dwellings would form a uniformed building line with the main habitable room windows facing west towards St Margrets Road with the main access doors into the dwellings facing east towards the Larchmont.

The proposed dwellings would be characterised by a pitched roof-form measuring approximately 9 metres at its highest point, which is approximately only 1 metre taller than the surrounding buildings. Whilst the proposed dwellings are taller than the existing buildings which bound the site, consideration needs to be given to whether the 1 metre height difference has a significant impact on the street scene and surrounding buildings. The proposed north context elevation illustrates the minimal impact the 1 metre height difference would have on the street scene given the adequate distance from the neighbouring buildings and the minor ground level change which falls to a lower level towards the south of the site (towards St Margrets Road). Giving the above, it is considered that the height and pitched roof-form of the proposed dwellings would not appear over-dominant and would not significantly impact the character and appearance of the surrounding area.

The elevation treatment to the proposed dwellings would comprise of a mix of render and brickwork, breaking up the facades and reducing the vertical appearance of the buildings. An alternating design approach has been taken in order to include the mix of materials which complement the sites surroundings. Properties 1 & 3 would be constructed of buff facing brick work at ground floor level and a white rendered exterior at first and second floor. Dwellings 2 & 4 feature the same buff brickwork to the ground floor however the first and second floor would feature red cedar cladding. It is therefore considered that the siting of the proposed development would not appear out of character in the context of the surrounding area.

When consulting local residents a number of objections were received making reference to a dismissed appeal at the Larchmont site, for a 3 storey building comprising of 12 residential flats which was subsequently reduced to 2 stories and approved by the local planning authority. In assessing appeal ref APP/R5510/A/1060755 the Inspector states that the main issue in the appeal is to be the effect of the proposed development on the character and appearance of the area. In the report the Inspector makes reference to the general design composition of the surrounding area as detached and semi-detached houses of a variety of designs and of a modest scale with matures trees and attractive landscaping. In describing the height of the proposed block the Inspector states "the highest part of the roof of the proposed building would be 10 metres above ground level" and "the highest part of the roof would extend for more than 13 metres parallel to Ladygate Lane"

The Inspector states that it is not only the height of the appealed development that led to the dismissal of the appeal but it was the was combination of the height and the 13 metre wide front facade sited parrallel to Ladygate Lane thus viewed prominently from the road, which led to the Inspectors view that the overall scale, bulk and massing of the development would appear over-dominant.

Whilst both schemes propose the construction of 3 storey building/s the proposed plans which have been submitted as part of this application demonstrate that the it is the side elevation extending which measures 5.5 metres which would extend parallel to Ladygate Lane. This is is considered to be far less over-dominant to the character and appearance of the street scene in comparison to the appealed development at the Larchmont. It is therefore considered that whilst the proposal is for a 3 storey residential development there are very little similarities with the two schemes and the proposal does not create a significant impact on the character and appearance of the street scene to warrant refusal.

#### **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 stories 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, as a guideline the acceptable distance between new and existing buildings should be at least 15 metres. Section 4.12 states that new residential developments should achieve a distance of 21 metres between neighbouring habitable room windows.

The revised site plan demonstrates that the proposed dwellings would be set in alignment with the front facades set towards the centre of the site and would be set away from the neighbouring boundaries by at least 1 metre. The proposed buildings would be set against a back drop consisting of the Larchmont flatted development which can be viewed prominently from both inside and outside of the development.

Dwellings 1- 3 have been designed to comply with the 15 metre separation distances at first and second floor. Each of the dwellings measures in excess of 15 metres from the residential properties to the north (Larchmont) and south (St Margrets Road) as demonstrated in proposed building separation distances plan (1445/SK 37 Rev D). Whilst it would be desirable to for the ground floor of each of the dwellings to be set back at least 15 metres from existing neighbouring buildings consideration should be given to whether there is a significant impact to the privacy and amenities of those properties who bound the site, if this cannot be achieved. The application includes a 2 metre boundary fence around the perimeter of the site which would provide adequate screening for the ground floor habitable thus minimising any potential impact to the privacy and amenities of surrounding properties.

Further to the above the proposed floor plans and elevations for dwellings 1-3 illustrate all front facing windows are to be obscure glazed up to loft level apart from clear glass rooflights are proposed which will protect the privacy of the occupants of the Larchmont flatted development. The dwellings would benefit from rear facing habitable room windows and second floor juliette balconies which are in accordance with the minimum separation distance of 21 metres when measured from the centre of the habitable room windows at numbers 35,37,39 & 41 St Margrets Road.

With regards to dwelling 4 this complies with the minimum separation distance of 15 metres from the existing properties to the south (St Margrets Road), north (Larchmont) and the east (Vicarage Close). The proposed plans illustrate the main habitable rooms windows for dwelling 4 would be sited in the west elevation which overlooks the amenity space for this dwelling and an electricity substation accessed via vicarage close. The windows proposed in the front and side elevation which faces dwelling 3 are to be obscure glazed. The proposed dwelling would benefit from windows to the rear elevation which measure in excess of 21 metres from the rear facing windows of 41,43 and 45 St Margrets Road as well as a roof light in both the side elevations and front elevation.

A revised landscaping plan has been submitted which alters the position of the proposed parking spaces in order to accommodate a soft landscaped buffer between the hardscaped access and the boundary shared with the Larchmont building. The revised plan has been submitted to ensure there are no significant impacts relating to noise and the visual amenity of those properties in the Larchmont which overlook this area of the site.

#### **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.

Dwelling House 1: 109  
Dwelling House 2: 114  
Dwelling House 3: 114  
Dwelling House 4: 132

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.

## 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 3 bedroom properties to provide at least 60sqm. The proposal provides in excess of the requirements set out above which accords with Policy BE23 and the SPD requirement

## OUTLOOK

Initial concerns were raised relating to the outlook of each unit as they proposed plan illustrated the use of orial angled windows which did not provide reasonable outlook. A set of revised plans has been submitted to demonstrate reasonable levels of outlook for each unit removing the orial windows. The outlook for units 1-3 is provided by south facing windows which are greater than the 21 metre distance required when measure from the rear facing habitable room windows of the properties in St Margrets Road. With regards to dwelling 4, the main habitable room windows will be east facing and would over look the garden of this property and the electricity substation which is sited behind the site. The proposed plans also demonstrate that the scheme has been designed with defensible space between each individual dwelling.

### **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.

The development proposes two main changes to the highway network which includes the provision of a new roadway to allow occupants access into the development as well as the re-provision of the existing bus stop to make way for the new access.

With regards to the re-location of the bus stop, this would see the existing bus stop which serves the 331 bus route in the westbound direction relocated by approximately 20 metres to the west of the site access. During the public consultation various objections were received highlighting the concerns with relocating the bus stop however this part of the proposal falls under the jurisdiction of Transport For London (TFL) who have raised no objection however they have stated that the applicant is to bare the cost of works required.

In conjunction with TFL's assessment of the bus stop relocation, the councils Highways Officer has assessed the scheme and has raised no concerns with the impact the proposed development would have on highway safety.

#### **7.11 Urban design, access and security**

##### **URBAN DESIGN**

The councils Urban Design and Conservation Officer has been consulted and has raised no objection to the proposed redevelopment of the site.

##### **SECURE BY DESIGN**

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**

The councils Accessibility Officer has been consulted and has raised no objection to the proposed redevelopment of the site subject to a condition pertaining to the scheme complying with Category 2 M4(2) dwelling of Approved Document M to the Building Regulations (2010) 2015.

#### **7.13 Provision of affordable & special needs housing**

Not applicable

#### **7.14 Trees, Landscaping and Ecology**

##### **TREES AND LANDSCAPES**

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.

The application includes a tree report which identifies seven Grade B Lime Trees which are subject to tree protection orders within the site boundary. The councils Landscapes Architect has reviewed the submitted tree report and stated that the seven Lime Trees subject to protection orders are of a reasonable condition and therefore should be retained thus further details pertaining to tree protection shall be secured by condition.

The proposed landscape plan demonstrates individual amenity space is to be provided for each dwelling and would be in excess of what is required to accord with the council supplementary planning guidance. Whilst a bin store may be the most appropriate method for the storing and collection of waste and recycling the proposed bin store needs to be revised and these details will be secured via the landscape condition requested by the councils Landscapes Architect accompanied with specific details of all soft and hard surfacing.

During the second consultation period following the submission of amended plans a consultee raised a concern with the impact the proposed development and in particular dwelling 3 would have on tree 10 listed in shown on the tree survey documents. Tree 10 is a lime tree which is subject to a protection order. The councils landscapes officer has stated whilst the revised plans do show the proposed dwelling to be constructed close to the tree , the tree protection measures submitted demonstrate adequate tree protection which would allow the development to be constructed whilst retaining the tree.

The proposed plans demonstrate compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## ECOLOGY

An objection was received raising concerns with the possibility of bats being present on site. The applicant was instructed to undertake a preliminary bat assessment which subsequently revealed no traces of bats were present. As such no further condition is required.

### **7.15 Sustainable waste management**

Awaiting comments

### **7.16 Renewable energy / Sustainability**

Not applicable to this application

### **7.17 Flooding or Drainage Issues**

The application site does not fall within a flood risk zone however efforts should be made to ensure the proposed development does not increase the potential from surface water flooding. The proposed plans include the provision of permeable surfacing to the north of the site which will be used to parking. In addition to this water butts area to be provided for each property and a green roof bin store. The councils Flood Water Management Officer has recommended that further SUDS elements should be considered alongside the landscaping proposals such as a long term management plan for the maintenance of the drainage system. As such a condition has been added which will secure details of a scheme which demonstrates the provision of sustainable water management on site.

### **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.

### **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.

Section 106 contributions are required for the proposed S73 works to the public highway which are required for the highway works to be undertaken to create the new vehicle access into the site.

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 £29,317,72.

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 £19,678,92.

#### **7.21 Expediency of enforcement action**

NA

#### **7.22 Other Issues**

During the public consultation it has been noted that an objection has been received stating that Bats may be nesting on site therefore a condition for a Bat Survey has been added.

### **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 full planning consent for the The proposal is for the demolition of the existing scout hut building and the erection of 3 x 3 bed and 1 x 4 bed dwellings with associated parking and amenity space.

In order for the scheme to be implemented the applicant must enter into a S106 agreement for the re-provision of the existing scout hut which has been granted planning consent (6039/APP/2018/4478). Whilst objection has been raised by local residents relating to the impact the proposed development would have on the amenities of neighbouring properties, the character of the street scene and the local highway network, the revised scheme has in planning terms reduced the impact of the concerns raised. The submitted plan do not demonstrate a significant impact to the amenities of the neighbouring properties and provides sufficient evidence to justify an on balance view should be taken to determining the application. The proposed dwellings are not considered to have a harmful impact on the character and appearance of the Ladygate Lane area nor has the scheme which includes the relocation of the bus stop been found to have a significance impact on highway/pedestrian safety.

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 and the re-provision of a scout hut.

### **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

**Telephone No:** 01895 250230



#### Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2018 Ordnance Survey 100019283

Site Address:

**Scout Hut  
4 Ladygate Lane  
Ruislip**

Planning Application Ref:

**702/APP/2018/4224**

Planning Committee:

**North**

Scale:

**1:1,250**

Date:

**August 2019**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON