

Report of the Head of Planning, Transportation and Regeneration

Address LAND ADJACENT TO WHITEHEATH JUNIOR SCHOOL WHITEHEATH AVENUE RUISLIP

Development: Erection of 4 dwellings with associated parking, new crossover and all external works

LBH Ref Nos: 64510/APP/2019/1412

Drawing Nos: 2018D271P01 Site Location Plan A4 Portrai
Whiteheath Ave Land Adj No 1 Fee charge memc
2018/D271/P/03 Rev C
DAS, Ref: 2018/D271 Rev 1
Arboricultural Impact Assessment & Method Statement - Ref: TH1981/B
Tree Protection Plan - Ref: TH/A3/1981B/TPP
2018/D271/P/02 Rev A
2018/D271/P/07 Rev C
2018/D271/P/09 rev B
2018D271P10 rev B
2018D271P11 rev B

Date Plans Received: 26/04/2019

Date(s) of Amendment(s): 26/04/2019

Date Application Valid: 01/05/2019

1. SUMMARY

The application seeks full planning consent for the redevelopment of a vacant piece of land to construct 4 new residential dwellings. The site is a vacant plot with an electricity sub-station to the left hand corner of the site. The front of the site is fenced to restrict fly tipping and anti-social behaviour. The site owned by the Hillingdon Council previously accommodating two single storey detached buildings which were previously occupied by Hillingdon Grid For Learning and were used to store and repair ICT equipment. The use of these buildings was absorbed elsewhere within the School site therefore the buildings became redundant and fell into a state of disrepair therefore a decision was undertaken to demolish the buildings in 2018.

The application site accommodates an electricity substation in the north western corner of the site which is currently served by 2 access points, one at the front of the site leading from the principle highway and the secondary access which is located towards the rear of the proposed dwellings and leads from the eastern boundary to the western boundary. The owners of the substation have been consulted as part of the application process and have raised no objection to having the access reduced to the front of the site only which is not considered to impact the construction of the proposed dwellings.

The site is located within an established residential area and given the residential character of the surrounding area, there is no policy objection to the development of the site to provide additional residential accommodation.

It should be noted that the original submission was for 5 residential units which has now been reduced to 4.

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 which includes the construction of a new vehicular crossover

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 February 2020 (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 SP01 Council Application Standard Paragraph

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

2 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

3 RES4 Accordance with Approved Plans

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

2018/D271/P/09 rev B

2018D271P10 rev B

2018D271P11 rev B

2018/D271/P/07 Rev C
2018/D271/P/03 Rev C

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

REASON

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

4 RES7 Materials (Submission)

Notwithstanding the 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) and Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

5 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:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. 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)

6 RES9 Landscaping (car parking & refuse/cycle storage)

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 6 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts 6 cars and 2 passive electrical vehicle charging points
 - 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), Policy DMHB 11 and DMHB 14 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

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, BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

8 RES15 Sustainable Water Management

Prior to commencement, (excluding demolition and site clearance) a plan for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. As a minimum, the plan shall show the following details:

- i. Identify proposed areas of hardstanding as part of the development, state the material to be used for each area and show the proposed direction of slope. All hardstanding areas shall be formed of permeable surfaces, or slope to a permeable area or soakaway.
- ii. Identify proposed downpipes from the development and show where these will discharge to. Collected surface water from roof areas will be directed away from the public sewer network as a preference by using SuDS such as rain gardens, soakaways or other infiltration techniques in line with Building Regulations Approved Document H (2015). Any required connection to the public sewer network to be restricted to greenfield rates.
- iii. List the proposed activities that will be undertaken to maintain the surface water drainage network. The drainage system should be maintained (such as gutter clearance, permeable paving jet washing and debris clearance from linear drainage channels) to ensure that it will continue to function over the lifetime of the development and will not increase the risk of surface water flooding.
- iv. Identify the water reuse methods to be implemented (i.e. water butts) The development should also use methods to minimise the use of potable water through the use of rainwater harvesting measures (such as water butts) to capture excess rainwater. 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 and 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); Hillingdon Local Plan Part 2 Saved Unitary Development Plan Policy OE8; Policy DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies; 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); 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 lifetime 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), DMT6 Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Chapter 6 of the London Plan (July 2016).

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

11 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.

12 RPD2 Obscured Glazing and Non-Opening Windows (a)

The obscure glazed panel of the oriel windows hereby approved on the higher levels of units 3 and 4, the higher level windows in the side elevations and the first floor windows in the front elevation within the projecting bays which serve the bathrooms shall remain obscure glazed and 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 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy DMHB 11 of Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019)

13 NONSC Contaminated Land

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to the Local Planning Authority for approval.

REASON:

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC Accessibility

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority.

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

15 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

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. |
| BE13 | New development must harmonise with the existing street scene. |
| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |
| 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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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:

- 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 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 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)

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.

10

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.

11

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 comprises an approximately 1,300m² irregularly shaped plot located on the north west side of Whiteheath Avenue in Ruislip. It was previously occupied by two single-storey buildings with associated hardstanding and soft landscaped areas.

The larger of the two buildings is constructed from blockwork with a pitched asbestos roof. It has a footprint of approximately 152m². The smaller building is brick-built with a pitched asbestos roof and a footprint of approximately 17.5m². It is understood that the buildings were historically used by Hillingdon Grid for Learning but have been vacant for some time and are falling into a state of disrepair.

The site is bounded to the north east by grounds forming part of Whiteheath Junior School; to the north west by a public footpath and watercourse, beyond which are residential properties in Sandalwood Drive; to the south west by residential properties; and to the south east by the road, beyond which are residential properties.

The entire site falls within the developed area as designated in the Hillingdon Local Plan. Much of the site also falls within a Critical Drainage Area.

3.2 Proposed Scheme

The proposal involves the construction of a terrace of 4 two-storey dwellings with further accommodation provided in the roof space and each of which will be of uniform size and contain 4 bedrooms. The terrace would be set back from the established building line of the adjacent properties to allow for off street parking to be situated at the front of the properties and generous sized gardens to the rear. The proposed terrace would be characterised by a tiled gable ended roof and would feature a front facing projecting bay which would accommodate the porches and also front dormers which enable further accommodation to be provided in the roof space. In addition to this units 1 and 2 would benefit from a larger

ground floor area by the inclusion of a extended depth towards the rear which would characterised by a flat roof.

3.3 Relevant Planning History

64510/APP/2008/1473 Land Adjacent To Whiteheath Junior School Whiteheath Avenue Ruis
Erection of a two storey building to contain 6 two- bedroom flats, with associated parking and amenity space (involving demolition of existing ICT building and small store) (outline application approval of access, layout and scale).

Decision: 30-07-2008 Withdrawn

64510/APP/2017/1210 Land Adjacent To Whiteheath Junior School Whiteheath Avenue Ruis
Demolition of HGFL buildings (Application for prior notification of proposed demolition)

Decision: 21-04-2017 PRN

Comment on Relevant Planning History

64510/APP/2017/1210 - Demolition of two buildings (Application for prior notification of proposed demolition). Approved 21.04.2017.

64510/APP/2008/1473 - An application for outline planning permission to provide residential development on the site was submitted in 2008 however the application was withdrawn before a decision was reached.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Consolidated with Changes July 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. This Consolidated version remains under examination with a report by the appointed panel of Inspectors due in Autumn 2019.

The Council's general approach at this stage is to give limited weight to the draft London Plan as a material consideration when deciding planning applications given at this stage of preparation it remains subject to a large number of objections, and could still be subject to significant further change prior to publication.

Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)
The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

Taking para 48 of the NPPF into account, the Council's general approach to the weight which should be afforded to the draft LPP2 will be as follows:

The preparation of the LPP2 is now at a very advanced stage. The public hearing element of the examination process has been concluded and the examining Inspector has indicated that there are no fundamental issues with the LPP2 that would make it incapable of being found sound subject to the main modifications referred to above.

Those policies which are not subject to any proposed main modifications are considered to have had any objections resolved and can be afforded considerable weight. Policies that are subject to main modifications proposed by the Inspector will be given less than considerable weight. The weight to be attributed to those individual policies shall be considered on a case by case basis considering the particular main modification required by the Inspector and the material considerations of the particular planning application, which shall be reflected in the report, as required.

Finally, it is noted that the Inspector has indicated that subject to main modifications the LPP2 is fundamentally sound and therefore consistent with the relevant policies in the NPPF.

Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local Plan: Part 2 Saved UDP Policies 2012.

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

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

BE19 New development must improve or complement the character of the area.

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.

OE1 Protection of the character and amenities of surrounding properties and the local area

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 4 Residential Conversions and Redevelopment

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

LPP 3.3 (2016) Increasing housing supply

LPP 3.4 (2015) Optimising housing potential

LPP 3.5 (2016) Quality and design of housing developments

LPP 3.8 (2016) Housing Choice

LPP 6.13 (2016) Parking

LPP 6.9 (2016) Cycling

LPP 7.3 (2016) Designing out crime

LPP 7.4 (2016) Local character

LPP 7.6	(2016) Architecture
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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:- Not applicable

5.2 Site Notice Expiry Date:- **4th June 2019**

6. Consultations

External Consultees

The application has been subject to numerous rounds of consultation. A total 69 neighbouring properties were consulted on 02.05.2019 and then two additional 14 day re-consultation on 17.05.2019 and 30.07.19 were undertaken following alterations to the proposed scheme. A site notice was also displayed to the front of the site. A breakdown of the comments received during each round of consultation is provided below along with a summary of the comments received across all rounds of consultation. In addition to the below comments a petition carrying 211 signatures has been submitted in objection to the proposed scheme.

02.05.19 - 6

17.05.19 - 35

30.07.19 - 14

21.10.19 - 28

Summary of comments received :

- Design of terraces is not in keeping with the street scene
- Over-development of the site
- Loss of important trees
- Lack of parking provision within the site
- Street suffers from parking problems at the start and end of the school day
- Impact on traffic
- Road safety , proposed access to the site is considered dangerous by residents
- No noise impact assessment submitted
- Lack of soft landscaping proposed to the front of the site
- The buildings would be constructed too close to the boundary
- Loss of privacy for the school and neighbouring properties
- Inappropriate use of the land which residents would like see returned to the school

An objection has also been submitted by the Ward Councillor, which has been summarised as:

- Five units at this location would lead to a cramped development;
- Out of keep with the existing street scene and inconsistent with the wider built environment configuration;
- Lack of amenity space for new residents, existing residents and Whiteheath Junior school.

- The additional parking would add to existing parking stress in Whiteheath Avenue, which itself would impede vehicular movement.

UK POWER NETWORKS

Our planning team have come back incredibly quickly on this matter and have approved the change of access as we had discussed and as such the substation can remain in situ however as a caveat to that we will need a new long-term lease for keeping the substation where it is for nominal rent (whilst paying for all the UKPN fees involved with such work, normally this is payable by the owner).

CASE OFFICER COMMENT:

Officers understanding is that UK Power are not seeking any conditions or s106 heads of terms from the LPA.

Internal Consultees

HIGHWAYS

Site Characteristics:

This site address is located on a piece of redundant 'school' land situated within a residential catchment and adjacent to Whiteheath Junior school in Ruislip. The nearest main thoroughfare is Ladygate Lane. The location exhibits a PTAL rating of 1b which is considered as low and therefore heightens dependency on the private motor car.

Car Parking 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. It is proposed to provide 4 new residential units consisting of 4 bedroom units with 6 on-plot communal parking spaces in total. The level of residential parking should reflect the Council's adopted standard which demands up to a maximum of 1.5 spaces per unit which would total of 6 spaces for the 4 units. The proposal therefore conforms to the standard. It is noted that a single bank of 2 tandem parking spaces (5&6) are proposed which is acceptable if both of these spaces are allocated to one of the tenured units as they could not otherwise operate independently.

Cycle parking:

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. This has been indicated hence is considered acceptable.

Electric Vehicle Charging Points. Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) to be provided in line with London Plan 2016 (LP 2016) standards for the proposed C3 use which would equate to 20% of for 'active' provision with a further 20% acting as 'passive' provision for future activation equating to 2 spaces in total. With this scale of development it would be considered onerous to pursue the provision of the single 'active' space provision as it can be argued that an 'active' space would reduce 'real' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially lower any secured on-plot parking provisions which are a key consideration when determining a planning application. However as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 40% passive only provision resulting in 2 'passive' spaces. This would be secured via planning condition and 'active' provision would then evolve on a demand led basis.

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 1-2 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.

New vehicular access/ internal road layout/ waste storage arrangements:

To allow the provision of a new roadway that would serve the proposal, it is necessary to create a new vehicular/pedestrian access from the public highway. This provision would be located directly adjacent to an existing carriageway crossing which serves No.1 Whiteheath Avenue. This arrangement is considered satisfactory as use by future residential occupants would be at a relatively low activity level which, as a consequence, does not raise any envisaged detriment to general highway safety or movement. A 'school crossing' sign ' ' will require relocation and the crossing will need to be constructed to an appropriate Council standard under S184/278 of the Highways Act 1980 (or suitable alternative arrangement) at the "applicant's" expense. The design of the new internal road layout is broadly acceptable as it conforms to nationally recognised road layout/ junction standards - Manual for Streets (MfS) circa 2007 for new developments. This allows for passenger (and smaller delivery) vehicles using the site to travel without undue hindrance and allow entry and departure in a forward gear which is the recommended practice on highway safety grounds.

Refuse collection would be executed via Whiteheath Avenue. In order to conform to accepted 'waste collection distances' from the public highway, the bin storage area should be positioned within 10m of a refuse vehicle i.e. relatively close to the site frontage boundary with the roadway. 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.

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).

ACCESS

The plans in respect of this application reflect the design agreed during pre-application discussions. The proposal is acceptable from an accessibility standpoint. However any grant of planning permission should include the following condition: Prior to works commencing, details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority. REASON To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained. 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

FLOODING

No objection. The site lies partially within a Critical Drainage Area and is adjacent to the Canal Feeder (an artificial watercourse constructed in the early 1800s between Ruislip Lido and the Grand Union Canal). Sustainable Drainage Systems (SuDS) must be incorporated in the development to minimise runoff from the site and manage collected surface water in a sustainable way. There is

sufficient space within the development for this to be addressed post-planning and the details should be secured by way of a condition. The following non-standard condition is recommended.

Prior to commencement, (excluding demolition and site clearance) a plan for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. As a minimum, the plan shall show the following details: i. Identify proposed areas of hardstanding as part of the development, state the material to be used for each area and show the proposed direction of slope. All hardstanding areas shall be formed of permeable surfaces, or slope to a permeable area or soakaway. ii. Identify proposed downpipes from the development and show where these will discharge to. Collected surface water from roof areas will be directed away from the public sewer network as a preference by using SuDS such as rain gardens, soakaways or other infiltration techniques in line with Building Regulations Approved Document H (2015). Any required connection to the public sewer network to be restricted to greenfield rates. iii. List the proposed activities that will be undertaken to maintain the surface water drainage network. The drainage system should be maintained (such as gutter clearance, permeable paving jet washing and debris clearance from linear drainage channels) to ensure that it will continue to function over the lifetime of the development and will not increase the risk of surface water flooding. iv. Identify the water reuse methods to be implemented (i.e. water butts) The development should also use methods to minimise the use of potable water through the use of rainwater harvesting measures (such as water butts) to capture excess rainwater. 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 and 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); Hillingdon Local Plan Part 2 Saved Unitary Development Plan Policy OE8; Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies; 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); National Planning Policy Framework (July 2018); and the, Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

WASTE STRATEGY

Individual households and developments with 5 or less residences should make use of the kerbside waste and recycling service. Communal bins should not be provided, and each property should keep their waste contained within their own boundary until their designated collection day. Waste and recycling should be presented at the properties boundary on the morning of the scheduled collection day within clear sight of the refuse collection vehicle.

HOUSING

Thanks for the opportunity to comment on planning application 64510/APP/2019/1412. The application is fully supported as it will contribute to the boroughs Housing Targets and provide 4 much needed 4 bedroom family homes.

TREES AND LANDSCAPES

The current proposal has been amended to provide a shared pedestrian and vehicular access to the front of the property.

The benefit of this revised layout is that a greater extent of existing hedge can be retained and additional soft landscaping can be provided to the front of the property. I note that planting is still

indicated along the east boundary beside parking bays 5 and 6. As previously noted, this planting should be deleted. - There is inadequate space to permit parking, pedestrian access and planting in this location. The arboricultural has not been amended to reflect the change - and need to protect additional hedging, however, as previously, tree retention and protection has been specified for many of the trees in the rear gardens.

RECOMMENDATION No objection subject to pre-commencement condition RES8 and post-commencement conditions RES9 (parts 1,2,4 and 5) and RES10.

CONTAMINATED LAND

I have reviewed the following documents and details:

- LBH GIS Records
- OS Historic Mapping
- Existing Site Plan: Drawing 2018/D271/P/02
- Proposed Site Plan: Drawing 2018/D271/P/03
- BGS (Web based) Mapping: Superficial Deposits and Bedrock
- DEFRA Web based Mapping (Magic): Aquifer Designation.

Based on the reviewed information I have no objections to this application, subject to a condition relating to imported soils.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (February 2019) 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. Chapter 5 of the National Planning Policy Framework (NPPF) (February 2019), supports the delivery of homes, confirming that local authorities should, through their Local Plans, demonstrate how housing targets and objectives will be met. Particular emphasis is given to housing delivery over the next five years, but authorities are also required to consider growth beyond this.

Policy 3.3 of the London Plan (March 2016) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy 3.4 of The London Plan (2016) promotes the optimisation of housing output within different types of location. Policies 3.8 of The London Plan and H7 of the Local Plan (Part Two) also encourage the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

At local level policy H1 of the Local Plan: Part 1 - Strategic Policies (November 2012) gives general support to housing provision to meet and exceed the Council's minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

The application site, which has been disused for a number of years provided space for Hillingdon Grid For Learning to repair and store used ICT equipment. It is understood that the use of the building was absorbed within main school building/s thus the buildings became redundant. The site is located within an established residential area where two and three storey properties feature small to modest sized rear gardens. It should be noted

that replacement fencing was erected around the site following a number of reports of anti-social behaviour and fly-tipping. Given the residential character of the surrounding area, and that the existing disused buildings were demolished in excess of a year ago, there is no policy objection to the redevelopment 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 1b which identifies the area as having a low 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 150-200 habitable rooms per hectare and 35-55 units per hectare.

The proposal involves the provision of 4 residential units on site which has an overall area of approximately 1,300 m² (0.13 hectares). The proposed development would provide 20 habitable rooms between all 4 new units which is considered to be acceptable in this location.

The scheme as proposed results in a density of 65 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 awkwardly narrow depth and extend width towards the centre of the plot, the site and its location adjacent to the playground of Whiteheath Junior School, 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

Emerging policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design which includes ;

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing; local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

The application site is located on the northern side of Whiteheath Avenue which comprises of mainly two storey residential properties characterised by a mixture of tiled gable end and hipped roofs, constructed of a mixture of brick and render and benefit from modest sized rear gardens and smaller front gardens which are generally used as a means of off street parking. The plot which is bounded to the east by the playground serving Whiteheath Junior School is unique in its size and shape. The site plan illustrates the front and rear of the site to be relatively narrow and benefits from an extended width towards the centre of the site which subsequently forms the building line for the proposed dwellings. The dwellings would maintain modest gaps between each side elevation and the site boundary and it is a common characteristic on neighbouring plots for dwellings to occupy the majority of the width of their respective plots. The dwellings would be contained within a two-storey gable roof structure, similar in scale to surrounding dwellings and compatible with the general appearance of surrounding buildings whilst contributing to the overall variation in building designs which helps create an informal and non rigid character within the street scene.

The proposed development includes the removal of some of the smaller trees and hedging that follow the course of the front and rear boundary. The amended site plan illustrates permeable paving is to be constructed to the front of the site to provide parking to serve the

development which is a common characteristic of the street scene as well as new planting and hedging to be introduced in order to preserve the verdant nature of the site, integrate with the surrounding street scene and prevent the site from appearing too open and featureless and, therefore, incongruous within the street scene.

It is noted that concerns have been raised during the public consultation relating to the design of the proposal and whether it is in keeping with the street scene. Whilst the terraced nature of the development is considered within the assessment of the application it is important to consider the scale, massing and other elements of the built form when determining whether the proposal presents a departure from the prevailing character of the street scene. As stated above the scale, height and massing is consistent with surrounding properties, as is the design of the frontage and modest sized rear gardens. The proposed elevations demonstrate an attempt to replicate the built form which surrounds the site by including a similar material pallet as well as modest gaps to the side elevations. This view is further compounded by the contextual elevation plan which demonstrates the height, scale and massing of the dwellings is comparable to those within the street scene and surrounding area.

It is therefore considered that the proposed development complies with Policies BE13, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012 and Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019).

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 DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019) sets out principles of good design which will ensure the amenities of surrounding properties are protected.

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 dwellings would be positioned approximately 5 metres from the western boundary shared with No1 Whiteheath Avenue and approximately 1.5 metres from the

eastern boundary which abuts the Whiteheath Junior School playground. The proposed site plan illustrates that house 1 would be constructed within approximately 7.5 metres of the rear elevation and western flank wall of No 1 Whiteheath Avenue. It is considered that this amount of separation between the properties is acceptable and reflects the street pattern. The proposed site plan illustrates that the proposed dwellings would be sited behind the rear elevation of No1 Whiteheath Avenue and would extend 13 metres beyond this rear elevation. Whilst it is accepted that the two storey dwelling constructed closest No1 would present some element of overshadowing of the garden, given the generous size of the garden (38 metres deep) and the fact the the proposed dwellings would be sited approximately 5 metres from the boundary shared with No1 it is considered that the proposed development would not have a significant impact to the amenities of No1 in terms of overshadowing. Furthermore No1 Whiteheath Avenue benefits from a garage within the rear garden which is sited directly along there eastern boundary shared with the application site which would assist with minimising additional overshadowing and views from the proposed building. The site plan demonstrates that the siting of the proposed new dwellings would not interact with the 45 degree line of site taken from the nearest habitable room window of No1 Whiteheath Avenue which is sited towards the eastern corner the rear elevation at first floor level. The first floor window which is sited towards the western corner of the first floor rear elevation serves a bathroom and the windows within the side elevation serve a staircase/hallway and the bathroom. Each would be conditioned to be obscure glazed and would therefore have no impact in terms of overlooking or loss of privacy.

The residential properties to both the north and south of the proposed dwellings measure in excess of 33 metres which far exceeds the minimum separation distances set out in the councils policies and and guidance As such, it is not considered that the proposed dwellings would offer any potential for intrusive levels of overlooking towards neighbouring properties.

The Whiteheath School Playground is located north east of the site and closest to unit 4. Concerns were raised during the assessment of the set of original plans relating to dormer windows of units 3 and 4 which would offer views over the north eastern corner of the school playground which have now been re-positioned to the front of the units and considered acceptable. The original submission featured first floor rear facing windows which would also have offered views over the playground however the revised plans now illustrate the replacement of these windows with oriel windows at a smaller scale which will feature obscure glazing to the panel facing the playground to ensure these views are obscured and protect the privacy of the playground which serves the school. Given that the vast majority of the surrounding properties would offer some form of view of the playground combined with the alterations to the windows and dormers, the tree coverage provided by the existing trees on site and the 3 metre fence proposed to be erected on the school side of the site, it is considered that the proposed development would not result in additional overlooking of the school playground.

It is therefore considered that the proposed development complies with Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012 and Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (March 2019).h

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.

Unit 1 136sqm
Unit 2 136sqm
Unit 3 122sqm
Unit 4 122sqm

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. The proposal provides in excess of the requirements set out above which accords with Policy BE23 and the SPD requirement. Each garden would benefit from the following rear garden space which demonstrates the schemes compliance with policy BE23.

House 1: 102m²
House 2: 160m²
House 3: 200m²
House 4: 147m²

OUTLOOK

The dwelling have been designed designed with appropriate defensible space between the proposed units. The floor plans illustrate the main habitable room windows would be north and south facing and would be greater than 21 metres from neighbouring windows therefore adequate outlook is demonstrated for each of the new dwellings.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers 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.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy and Local Plan Part 2 - Development Management Policy (March 2016) DMT 6 state that new development will only be permitted where it is in accordance with the Council's adopted parking standards. Hillingdon parking standards adopted under the UDP Saved Policies (September 2007) require that new residential developments provide a maximum of 1.5 car parking spaces per dwelling.

The proposed development is for 4 new residential dwellings which would be served by 6 car parking spaces which complies with the 1.5 spaces per unit requirement. The highways officer who has assessed the proposed has stated that there are no concerns with the proposals. With regards to cycle parking and electric charging points these will be secured by condition to accord with the relevant planning policies.

With regards to the proposed new access which is an element of the scheme for which consultees have raised concerns, the access would be located directly adjacent to an existing carriageway crossing which serves the school and will remain in place performing an access function. This arrangement is considered satisfactory by the Council's Highways Officer, as use by future residential occupants and school patrons would be at a relatively low activity level which, as a consequence, does not raise any envisaged detriment to general highway safety or movement. The Highways Officer has also stated that the new internal road layout conforms to nationally recognised road layout/ junction standards - Manual for Streets (MfS) circa 2007 for new developments. A S278 agreement will be required to facilitate the construction of the new access and this will be secured via a S106 legal agreement.

With regards to refuse collection this would be executed via Whiteheath Avenue and a refuse collection point towards the front of the site has been indicated on the proposed site plan which is considered to be acceptable and no highways concerns have been raised.

To conclude the application and associated plans have been reviewed by the Highway Authority who are satisfied that the proposed development would not exacerbate congestion or parking stress nor would the access propose safety concerns thus accords 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).

7.11 Urban design, access and security

URBAN DESIGN

Urban Design matters relating to the scale, form and massing of the development are addressed within the "impact to the character and appearance of the area" section of this report.

SECURITY

A condition would 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

Prior to the submission of the application pre-application advice discussions were undertaken with the relevant specialists for which the Councils Access Officer is one of. The submitted plans reflect the design agreed during pre-application discussions and therefore considered acceptable from an accessibility standpoint. Notwithstanding this in commenting on this proposal the Access Officer has stated the requirement for a pre-commencement condition pertaining to further details of step free access via the principal private entrance shall be submitted to and approved in writing by the Local Planning Authority. The requirement of this information is to ensure the design is in accordance with London Plan policy 3.8 and to ensure the construction of the dwellings meets Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

7.13 Provision of affordable & special needs housing

Not applicable to the application

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy 5.3 of the London Plan (March 2016) requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected.

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

A revised landscaping plan has been submitted and demonstrates an increase in the soft landscaping to what was originally proposed to the front of the dwellings. Whilst the soft landscaping proposed to the front remains small in terms of the overall quantum of front garden space the local character comprises of fairly small landscaped front gardens for which the majority of the front garden space is occupied by off street parking space. It is therefore considered that the proposal does not present a departure from the prevailing character of the local street scene and is acceptable. The proposal includes rear garden in excess of the 100sqm required to serve 4 bedroom properties and the proposed site plan demonstrates the retention of the trees towards the rear of the site which is beneficial to providing some obstruction to views over adjacent playground.

The Councils Landscapes Architect has stated in his comments that the proposed hedge row or planting along the western boundary shared with No.1 should be removed from the scheme as there is not sufficient space to accommodate pedestrian access and the planting along with the proposed car parking spaces. A condition be included to secure an revised landscaping scheme which takes these comments into consideration.

7.15 Sustainable waste management

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

A refuse collection point is proposed to the front of the site to serve the development and this is concerned to comply with the necessary standards.

7.16 Renewable energy / Sustainability

Not applicable

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. This is further supported by policies DMEI 9 and DMEI 10 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies (March 2019) and Policies 5.13 and 5.15 of the London Plan (March 2016).

The site lies partially within a Critical Drainage Area and is adjacent to the Canal Feeder (an artificial watercourse constructed in the early 1800s between Ruislip Lido and the Grand Union Canal). As such Sustainable Drainage Systems (SuDS) must be incorporated in the development to minimise runoff from the site and manage collected surface water in a sustainable way. Whilst the proposed site plan indicates the shared surface of the development will be constructed of permeable paving blocks with the required sub base which will assist any surface water run offs, further flood water management is required on site. As such the Councils Flooding officer has recommended that should Officers be minded to approve the proposal it should be subject to a condition to secure further sustainable water management. As such the condition which is stated in the "internal consultation" section of this report has been included which requires the applicant to submit further sustainable water management details to the Local Planning Authority for approval prior to the commencement of development.

7.18 Noise or Air Quality Issues

AIR QUALITY

The application site does not fall within an air quality focus area nor is the proposal considered a major development therefore an air quality assessment is not required.

NOISE

A construction management plan condition has been included to ensure that the noise created but the construction of the proposed development does not significantly impact the surrounding properties. Given that the proposal is for 4 new residential properties in an area which is bounded by a school playground it is unlikely that the proposal would give rise to any significant increase in noise.

7.19 Comments on Public Consultations

Addressed in the External Consultation section of this report.

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 £73,421.77.

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 £34,560,00.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

SUBSTATION

The application site accommodates an electricity substation housed within a brick and timber structure located within the north western corner of the site. The terms of the lease require 2 points of access are provided the first of which runs along the western boundary from the principle highway access and the second is located along the rear building line of the proposed dwellings and from the eastern to the western boundary. The current lease has expired and evidence has been provided by the applicant to demonstrate the new lease would include only 1 access point to be retained which is the access along the western boundary from the front of the site.

The proposed site plan illustrates a 1.8 metre wide segregated footpath would be constructed to permit access to the substation for maintenance purposes.

The reduction to 1 access formed from the principle highway along the western boundary is not considered to impact the maintenance requirements for the substation and would not impact the construction of the proposed dwellings or the associated landscaping and parking required to serve the development. As such the proposal is considered acceptable.

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

The application seeks full planning consent for the redevelopment of a vacant piece of land to construct 4 new residential dwellings. 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

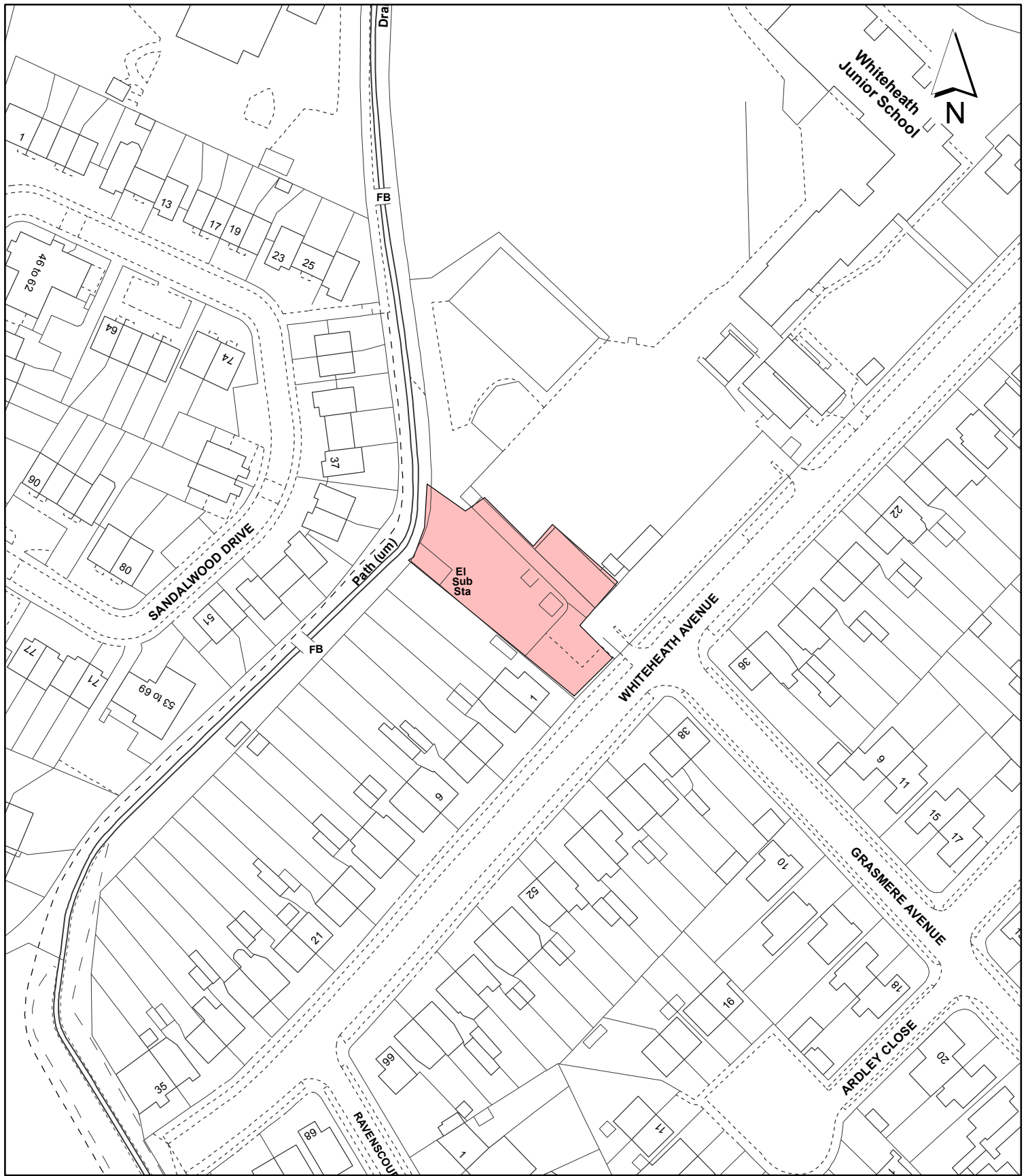
included within this report and the signing of a Section 106 agreement relating to the highway works required.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part Two London Borough of Hillingdon Local Plan Part 2
Development Management Policies with Modifications (March 2019)
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 2019 Ordnance Survey 100019283

Site Address: **Land Adjacent to
 Whiteheath Junior School
 Whiteheath Avenue
 Ruislip**

Planning Application Ref:
64510/APP/2019/1412

Planning Committee:
Major

Scale:
1:1,250

Date:
November 2019

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

