

Report of the Head of Development Management and Building Control

Address: GARAGES AT CRANFORD DRIVE HAYES

Development: Demolition of existing lock-up garages and construction of 4 no. 2-bedroom houses.

LBH Ref Nos: 77448/APP/2023/1159

Drawing Nos: Daylight and Sunlight Report - TFT Rev 01
Design and Access Statement
1959 P-01 Rev B
1959 P-02 Rev C
Arboricultural Impact Assessment - TH 3466
1959 SLP-01

Date Plans received: 19-04-2023 **Date(s) of Amendments(s):** 18-08-2023
19-04-2023

Date Application valid 20-04-2023

1. SUMMARY

Planning permission is sought for the erection of 4 dwellings following the demolition of existing garages at Cranford Drive.

During the process of the application concerns were raised regarding the impact of the proposed development on neighbouring amenities. Subsequently a daylight and sunlight assessment was carried out and submitted to the council which confirms that the development would have no adverse impact on the amenities of neighbouring properties (in terms of loss of light). Concerns were also raised regarding the accuracy of the 25 degree outlook line shown on the submitted elevation plans. Amended plans were submitted to show it correctly drawn.

Overall it is considered that subject to conditions the proposal development would cause no harm to the character and appearance of the area or building, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new dwellings would be provided with an acceptable standard of internal and external living accommodation and an appropriate housing mix is proposed for the site.

The development would provide 4 additional dwellings to the borough's housing supply and It would utilise brownfield land for additional residential development - which is supported by the Local Plan, NPPF and London Plan.

It is therefore recommended that the committee grant planning permission for the proposed development.

2. RECOMMENDATION

APPROVAL subject to the following:

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 submitted plans numbers:

1959 P-02 Rev C

1959 P-01 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 1 (2012), Part 2 (2020) and the London Plan (2021).

3. NONSC **Sustainable Drainage and Water Management**

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

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

Thereafter the development shall be implemented and retained/maintained in accordance with these

details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

4. OM19 Construction Management Plan

No development shall take place until a demolition and construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- a) The phasing of development works
- b) Types of vehicles accessing the site, including their ability to enter the shared driveway without affecting neighbouring properties
- c) The hours during which development works will occur
- d) How vehicles will access the site whilst protecting neighbouring sites
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- f) 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)
- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process
- h) 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 BE1 of the Hillingdon Local Plan Part 1 (2012).

5. HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (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 first floor walls or roof slopes of the dwellings.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. D2 Obscured Glazing

The north facing windows at 1st floor level shall be glazed with obscure glass to at least scale 4 on the Pilkington scale and be non-opening except at top vent level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. NONSC Step Free Access

Prior to the construction of the hereby approved dwellings details of step free access via all points of entry and exit for each of the dwellings shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

8. NONSC Accessibility Compliance M4(2)

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

9. RES6 Levels

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

10. RES26 Contaminated Land

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

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

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater

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

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy DMEI 12 of Hillingdon Local Plan Part 2.

11. NONSC Noise Mitigation

For the lifetime of the development hereby permitted the external noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling.

Reason: To ensure a suitable standard of accommodation in accordance with policy DMHB 16 of the Hillingdon Local Plan Part 2 (2020).

12. RES7 Materials (Submission)

Prior to the construction of the hereby approved dwellings, details of all materials and external surfaces shall be 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 DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. 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 (2 cycle storage spaces shall be provided for each of the approved dwellings and the storage units shall be secure and enclosed)

2.c Means of enclosure/boundary treatments

2.d Hard Surfacing Materials

2.e External Lighting

2.f 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 turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

4. Details regarding the height, width, depth, composition and location of the green wall to be incorporated into the proposed development.

4.1 A installation and maintenance/management plan for the wall

5. 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 DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

14. 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 the dwellinghouses hereby approved 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 DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020).

15. RES10 Tree to be retained

The proposed development shall be carried out in accordance with the submitted Arboricultural Impact Assessment, Method Statement & Tree Protection Plan referenced 'TH 3466'. Furthermore,

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 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 DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

16. OM10 Energy Statement

Prior to the commencement of the development hereby approved, a sustainability and energy statement shall be submitted to and approved in writing by the Local Planning Authority. The sustainability and energy statement shall demonstrate how a 10% reduction in carbon dioxide emissions beyond Building Regulations requirement Part L 2013 (TER Baseline) has been achieved including full technology specifications and locations. Thereafter, the development shall be carried out in accordance with the approved details.

REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

17. H6 Car parking provision - submission of details

Prior to the occupation of the development , the applicant shall submit a Car Parking Management Plan to the Council for approval confirming that one car parking space would be allocated to each of the dwellings. One of the parking spaces shall have active electrical vehicle charging points and the remaining spaces shall be installed with passive electrical charging. The development shall be carried out in accordance with the approved details and maintained as such for the lifetime of the development.

REASON:

To ensure an appropriate distribution of parking spaces in accordance with the published London Plan Policy T6.1 Residential Parking.

INFORMATIVES

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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. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. 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.

4. I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the alteration of a vehicular crossover, which will be constructed by the Council at the applicant's expense. 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.

5. I52 Asbestos informative

Appropriate testing, demolition and/or removal of any asbestos containing material (ACM) should be carried out strictly in accordance with guidance from the Health and Safety Executive.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the south side of Cranford Drive and is accessible from Carfax Road. At present the site comprises 24 single storey garages.

The surrounding area is residential, comprising two storey semi detached and terraced dwellings. Properties are finished in mixtures of brick, pebble dash and render. Some have front porches and gable features, others have flush front elevations. Each property is set back from the road and they have small front gardens and/or off street parking.

It should also be noted that a bungalow exists on the entrance of Carfax Road and to south of that bungalow (opposite the existing garages) lies a contemporary styled building which is currently in use as a place of worship.

To the south of the site is a recreation ground, located within the Green Belt, and beyond that the M4.

The site has a Public Transport Accessibility Level (PTAL) of 1b (poor) and is located within an Air Quality Focus Area.

3.2 Proposed Scheme

Planning permission has been sought for the erection of 4 x 2 bedroom dwellings following the demolition of the existing garages.

3.3 Relevant Planning History

77448/PRC/2022/172 Cranford Drive Hayes

Proposed erection of four detached houses with associated resident car parking spaces, refuse storage and private amenity space.

Comment on Relevant Planning History

The planning history is set out in section 3.3 of this report (above).

4. Planning Policies and Standards

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 - Development Management Policies (2020)
The Local Plan Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

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DMH 6 Garden and Backland Development

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D1 (2021) London's form, character and capacity for growth

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP SI13 (2021) Sustainable drainage

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 NPPF 2021 - Making effective use of land

NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

22 neighbouring properties were directly notified of the proposal on 03/05/23.

23 letters of objection has been received in response to consultation on the application. Those comments have been summarised below.

- 1) The proposal would have an adverse impact on the local highways network and would provide insufficient parking for new and existing residents. It would also reduce pedestrian safety.
- 2) The proposal would cause harm to the character and appearance of the area.
- 3) The proposal would cause harm to neighbouring amenities (loss of light, outlook, privacy and increased noise pollution)
- 4) The proposal will restrict the ability of emergency vehicles or large vehicles to access the rear of properties on Cranford drive
- 5) The proposal would have an adverse drainage and sewage impact
- 6) Noise and disturbance caused by increased activity during construction would harm local residents and their amenities
- 7) The proposal will worsen an already complicated waste and recycling collection service
- 8) A sprinkler system would be incorporated into Plot 1 however it would be insufficient in protecting neighbouring properties from fire hazard.
- 9) The development would devalue existing dwellings
- 10) Will residents be compensated for the loss of the garages

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A petition with 25 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development:

- i) The proposal would have an adverse impact on the local highways network and would provide insufficient parking for new and existing residents. It would also reduce pedestrian safety.
- ii) The proposal would cause harm to neighbouring amenities (loss of light, outlook, privacy and increased noise pollution)
- iii) The proposal would cause harm to the character and appearance of the area.
- iv) The proposal would have an adverse impact on biodiversity due to a loss of trees and disturbance to wildlife (within and to the rear of the site).
- v) The proposal will restrict the ability of emergency vehicles to access the rear of properties on Cranford drive
- vi) Residents of the new dwellings would have a poor standard of amenity
- vii) The expedient auction sale of the garages by the council to the developer is suspicious.

PLANNING OFFICER COMMENTS:

Issues relating to points 1,2,3, i, ii, iii, iv and vi are considered in the main body of the report.

In relation to point 4 and v, emergency service vehicles could park on Cranford Drive, Wilkins Close and Carfax Drive. The footpath to the rear of Cranford drive would also be retained.

In relation to point 5, the site's drainage impacts would be controlled by pre commencement condition, ensuring that the proposal has no adverse drainage impact.

In relation to point 6, construction works are temporary and therefore so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner. A condition requiring a construction logistics plan and construction management plan to be agreed with the Council is also recommended, in order to minimise the impacts of construction on neighbouring residents and the environment as far as practicable.

In relation to point 7, the submitted plans show that a bin collection point would be provided for new residents near to Carfax Drive. Refuse from the Life Oasis Centre is already collected from Carfax Drive. Refuse collection in the location proposed would therefore not be out of character. Waste would continue to be collected at the front of the property for dwellings on Cranford Drive.

In relation to point 8, fire safety measures are controlled under the Building Regulations. The applicant has indicated that all four houses would have their own sprinkler systems.

In relation to point 9, property values are not material planning consideration.

In relation to point 10, there is no planning policy related requirement for the residents to be compensated for the demolition of garages which they do not own.

In relation to point vii, the motivations behind the sale of the garages is not a material planning consideration.

Internal Consultees

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ACCESS OFFICER:

This proposal for 4 x 2 bed detached dwellings has been reviewed against 2021 London Plan and does not raise any accessibility concerns subject to the following conditions attached to any approval.

1. Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building. REASON To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).
2. The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building. REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

HIGHWAYS OFFICER:

The site is situated in a residential area behind properties fronting onto Cranford Drive Hayes, access to the proposal site is taken from Cranford Drive. The garages have fallen into a state of disrepair and have been unused for a number of years. According to TfL's Webcat the site has a PTAL of 1b indicating that access to public transport is poor compared to London as a whole suggesting the future residents would be reliant on the private car for trip making.

The proposal would provide 4no. car parking spaces - one for each of the proposed dwelling. These new car parking spaces would be located at the entrance to the site and overlooked from the first dwelling. The published London Plan 2021 Policy T6.1 Residential Parking allows this development to have a maximum of 6no. car parking spaces, the 4no. proposed are in accordance with this policy.

Policy T6.1 Residential Parking also requires that this development provide infrastructure for charging electric vehicles, accordingly the Highway Authority would require a planning condition requiring the applicant to provide one car parking space with an active electric vehicle charging point with the other three spaces having passive provision. The Highways Authority also require that a car parking management plan is submitted to the Council for approval. This should show that one car parking space is allocated to each dwelling.

The submitted plans show that cycle parking would be provided in "sheds/cycle stores" situated the rear garden of each property, though it is not clear how many bicycles these "sheds/cycle stores" could accommodate. London Plan Policy T5 Cycling require that two-bedroom dwellings provide a minimum of 2no. cycle parking spaces, whilst it is anticipated that this standard could be achieved the Highway Authority require that this standard of provision is secured by a planning condition.

Taking into account that the garages are derelict and have not been used for a number of years, the proposal would not result in any loss of any parking and as such would not lead to vehicles being displaced on-street. Subject to the above the Highways Authority has no objections for this application.

Planning conditions

The applicant submits plans to the Council for approval showing the provision of 2no. covered, secure and

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accessible cycle parking spaces for each dwelling. REASON to be in accordance with the published London Plan 2021 Policy T5 Cycling

The applicant submits plans to the Council for approval showing the provision of 1no. active charging point with the remaining three car parking spaces having passive provision. REASON to be in accordance with the published London Plan Policy T6.1 Residential Parking.

The applicant submits a Car Parking Management Plan to the Council for approval confirming that one car parking space would be allocated to each of the dwellings. REASON to be in accordance with the published London Plan Policy T6.1 Residential Parking.

CONTAMINATION OFFICER:

The site is currently occupied by garages, whereby vehicles, structural materials and made ground etc. may have introduced various types of contaminants (e.g. hydrocarbons, asbestos, heavy metals etc) onto the land, I therefore recommend the following condition be imposed if planning permission for the proposed development is awarded:

1) Condition for land that may be affected by contamination

Before any part of the development is commenced a site survey and desk top study shall be conducted to identify/assess levels of any contamination that may be present. The survey and an appropriate risk assessment concerning land condition shall be carried out to the satisfaction of the Local Planning Authority (LPA), and approved in writing by the LPA.

(i) Details of required remedial works shall include a phase 2 assessment of the type/s and extent of identified contamination and also provide full details of a remediation scheme to suitably address all unacceptable concentrations of the contaminants identified at the site.

(ii) All works which form part of the remediation scheme shall be completed and a full verification report submitted and approved before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground Water Resources and DME1 12: Development of Land Affected by Contamination.

2) Condition for imported soil materials

No contaminated sub soils and/or topsoils shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. all imported soils shall be independently tested for chemical contamination. Before any part of the development is occupied all factual results and an interpretive report of the testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground

Water Resources and DMEI 12: Development of Land Affected by Contamination.

3) Asbestos Informative

Appropriate testing, demolition and/or removal of any asbestos containing material (ACM) should be carried out strictly in accordance with guidance from the Health and Safety Executive.

NOISE OFFICER:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise.

It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions.

'For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.' The demolition of the existing buildings and construction of the permitted development has the potential to cause disturbance locally and it is recommended that the Council uses its powers under S60 and S61 of the Control of Pollution Act 1974 with reference to BS5228 parts 1 and 2 to regulate this'.

AIR QUALITY OFFICER:

The application is air quality neutral but not air quality positive. Therefore, and given the close proximity to the M4, I recommend negotiating with the applicant the deployment of a green wall to act as a physical barrier from the motorway traffic emissions - location to be agreed with LBH.

TREE OFFICER:

This scheme requires the removal of a number of small probably self-set trees, they are mostly growing up against existing structures and as a result their removal now is appropriate before they cause damage. Please include a landscape/ replacement planting condition.

PLANNING OFFICER COMMENT:

Comments from the Tree Officer, Air Quality Officer, Access Officer, Highways Officer and Contaminated Land Officer have been taken into consideration in the assessment of this application. In order to make the development acceptable in planning terms the recommended conditions and informatives would be attached to the permission, should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site comprises a set of garages within an established residential area.

The NPPF has a requirement to encourage the effective use of land. '

London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small scale sites will make a significant contribution to housing supply.

Policy DMH 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) 'Garden and Backland Development' states:

In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

The proposal counts as a backland development given its position in relation to existing housing. As set out below, the development would be acceptable in terms of its impact on neighbours, with regard to light, privacy and light spillage. Vehicular access would be limited to the eastern end of the site, whereas at present vehicular access is possible for the entire length of the site. This would reduce the impacts on neighbours in terms of vehicle movements, thereby complying with part iv) of Policy DMH 6. The part one/part two storey scale of the houses would step down from houses on the neighbouring streets and be more intimate in scale. The impact on existing ecology and trees is discussed in more detail below. It is noted that the site at present is entirely covered with buildings and hardstanding and makes no contribution to landscaping.

Overall it is considered that the development complies with policy DMH 6 and is an exceptional case where backland development could be permitted.

HOUSING MIX

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

The supporting text related to this policy states at paragraph 4.6 that 'The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. Applicants proposing residential

schemes will be required to demonstrate that this need has been taken into account.'

4 x two bed dwellings are proposed. Whilst the development would not add additional family sized dwellings to the Borough's housing stock, this is a consequence of the constrained dimensions of the application site, which militates against larger units. The Local Plan encourages a mix of housing sizes in new developments and this development is considered to add to that mix. The proposed development is therefore considered to be acceptable in terms of Policy DMH 2.

7.02 Density of the proposed development

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report.

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

The development would not have an impact on any heritage assets or archaeological priority areas.

7.04 Airport safeguarding

The development would have no impact on airport safeguarding.

7.05 Impact on the green belt

The Green Belt runs along the southern boundary of the site. The proposed development is not within the Green Belt, nor is it considered to cause any harm to its openness.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Paragraph 130 of the NPPF (2021) states 'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building

types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, 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.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The development site is located on the south side of Cranford Drive and is accessible off of Carfax Road. At present the site comprises 24x single storey garages. The surrounding area is residential, comprising two storey semi detached and terraced dwellings. Properties are finished in mixtures of brick, pebble dash and render. Some have front porches and gable features, others have flush front elevations. Each property is set back from the road and they have small front gardens and/or off street parking. A bungalow exists on the entrance of Carfax Road and to south of that bungalow (opposite the existing garages) is a contemporary styled building which is currently in use as a place of worship. To the south of the site is a recreation ground and beyond that the M4.

The proposed dwellings would be 6.5m high, 9.4m deep and 11.4m wide. The part single, part two storey properties would have gable ends and would be finished in multi stock brick, grey tiles, grey cladding and dark grey aluminium windows and doors.

Buildings within the area vary in their design and material finish. The proposed dwellings have been designed to compliment the traditional brick built properties that characterise the area, as well as the modern place of worship which is visible from Cranford Drive and Carfax Road. The new properties would be in keeping with the mixed character of the area. Furthermore, their part single, part two

storey design reduces their massing ensuring that they are somewhat subservient to frontage properties on Cranford Drive.

It should be noted that the existing parking forecourt and garages make no contribution to the character and appearance of the area. Their removal would allow some landscaping to be introduced on the site to compliment the area's suburban character. The new houses would provide some passive surveillance to the existing open space to the south, discouraging anti-social behaviour.

In the event of the application being approved a landscaping scheme would be secured via condition to ensure that appropriate planning is provided.

Overall, it is considered that the proposal would constitute an improvement to the visual amenities of the immediate area.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The ground floor north facing windows of the proposed dwellings would face the rear boundary fencing of properties on Cranford Drive. The first floor north facing windows would serve hallways and would be obscurely glazed. None of the south facing windows would look toward neighbouring properties whilst west facing windows would only be at ground floor level and would face into each property's garden. The exception is the westernmost house, where a ground floor living room windows would face towards the rear of houses on Wilkins Close over a distance of 18.5m. Given that this window would be on the ground floor it is considered that suitable boundary treatment, secured by condition, would be sufficient to prevent any harmful loss of privacy. The development would therefore cause no harmful loss of privacy or overlooking to neighbouring properties. In the event of an approval, a condition is recommended to ensure that first floor windows facing properties on Cranford Drive are obscurely glazed and that no first floor side elevation windows are inserted into the properties in the future.

The submitted plans show that the top of the roofs of the proposed dwellings would marginally breach the 25 degree line drawn from the rear windows of properties on Cranford drive. However a daylight and sunlight assessment has been submitted in support of the proposal which demonstrates that there would be no noticeable loss of light to neighbouring properties, with those on Cranford Drive continuing to receive very good levels of daylight and sunlight.

The plans show that the new dwellings would be 13m or more from the the rear of properties on Cranford Drive and they would be visible above the rear boundary treatment to these properties. At present the garages and associated hardstanding do not present an attractive outlook. It is not considered therefore that there would be significant harm to the outlook of neighbouring properties from the development. House on this part of Cranford Drive would continue to be able to access rear entrances to their properties from a retained pedestrian access, which also would serve as the access to the new houses. The landscaping condition would secure lighting details to this access to ensure it was a welcoming space.

The site is currently occupied by 24 garages, which could generate a significant amount of activity if fully utilised. The proposed development would result in 4 houses at the site, with 4 parking spaces. The proposed development is therefore unlikely to generate any harmful uplift in noise or activity at

the site.

In terms of light overspill, there would only be one small window for each property facing towards neighbouring houses to the north. It is not considered that these would generate enough light to be a nuisance.

It could also be argued that replacing garages with housing could reduce the likelihood of antisocial behaviour at the site.

Overall the proposed development would have an acceptable impact on the amenities of neighbouring properties.

7.09 Living conditions for future occupiers

INTERNAL AMENITY

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1.

The London Plan (2021) advises that two storey, 2 bed, 4 person dwellings should provide future residents with a minimum internal floor space of 79sqm. The plans supplied show that 90sqm of internal floor space would be provided, exceeding requirements in the London Plan. A 2.5m floor to ceiling height would be achievable on the ground floor. At 1st floor level the pitch of the roofs would constrain ceiling heights slightly but not to an extent that would compromise the quality of the accommodation given the surplus of floorspace above policy requirements. Each habitable room within the property would have access to natural light and outlook through the position of windows and doors. At 1st floor level there would be an excellent south facing aspect across the open space. The ground floor habitable room windows would face into a courtyard type garden for each house, also providing a suitable outlook. Overall, it is considered that the proposal would provide future residents with an acceptable standard of internal living accommodation.

EXTERNAL AMENITY

Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires all new residential developments to provide good quality and usable private outdoor amenity space. 60sqm of external amenity space is required for 2-3 bedroom properties.

Approximately 60sqm of external amenity space would be provided for each dwelling. Whilst on the cusp of policy compliance, this is considered acceptable given the constraints of the site and the availability of open space immediately adjacent to the site.

A condition restricting permitted development rights for extensions and outbuilding is recommended to prevent the erosion the outdoor space.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'

Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

- 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
 - ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
 - iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
 - iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The Mayor of London adopted a new and revised London Plan in March 2021. Consequently, the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

PARKING

The London Plan (2021) advises that 2 bed dwellings in Outer London with a PTAL rating of 0-1 should be provided with up to 1.5 parking spaces. 1 parking space is to be provided for each of the proposed dwellings. This is within the maximum standard and is therefore considered to be acceptable.

Furthermore a condition has been recommended to ensure that 1 parking space is allocated to each new dwelling, in the event of approval. It is not considered that additional parking on the public highway arising from the development would be result in significant parking stress.

ELECTRIC CHARGING POINTS

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. A condition

has been recommended to secure electric vehicle charging points for the new properties, in the event of approval.

BICYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. A cycle store would be provided in the rear garden of each the proposed dwellings ensuring that adequate cycle parking is provided for new residents. Full details of the cycles stores will be secured through condition in the event of an approval.

REFUSE/RECYCLING COLLECTION

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. Waste storage will be located within the garden of each property and a collection point for waste is located close to the sites vehicular access and Cranford Drive. Full details of the waste storage facilities will be secured through condition in the event of an approval.

CONSTRUCTION

A condition has been recommended for inclusion requiring a Construction Management Plan. This would ensure that the development would have no significant adverse impact on traffic and pedestrian safety during construction, given the constraints of the site.

CONCLUSION

Overall, subject to the aforementioned conditions, it is concluded that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Discussed in other sections of this report where relevant.

7.12 Disabled access

London Plan Policy D7 states:

To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
- 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

No objection has been raised by the Council's Access Officer and the conditions recommended by

the Officer have been recommended for inclusion in the decision should planning permission be granted.

7.13 Provision of affordable & special needs housing

The scale of development is below the threshold where affordable housing would be required.

7.14 Trees, landscaping and Ecology

TREES

Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Seven trees of varying sizes immediately along the southern boundary of the site would be removed. Five of these are ash, one sycamore and one maple. Their removal is considered necessary due to their close proximity to the existing garages and the impact on them from the proposed development. Other trees further away from the boundary of the site would be retained and protected during construction work.

The Borough's Tree Officer was consulted on the proposed development and has made no objection to the scheme subject to a landscaping condition which is recommended for inclusion on the decision if the application is approved. The constrained location of the trees limits their quality and prospective lifespan. Additionally a condition is also recommended to ensure that trees shown to be retained on the submitted plans are protected during construction and replaced if felled. The submitted plans show five locations within the site for the planting of new trees. These would be secured as part of the landscaping plan.

The proposal is therefore considered to be acceptable.

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a

positive contribution to the protection and enhancement of the site or feature of ecological value.

The site comprises garages and hard landscaping. It does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low. Whilst trees would be removed as part of the proposed development, these would largely be replaced within the development site. New habitats would be created within gardens and other greenery around the site, as well as within trees when they mature. The proposal is therefore considered to have an acceptable ecological impact.

In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfill their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.

It should also be noted that the Air Quality Officer has recommended that a green wall be installed along the southern boundary of the site to help improve air quality. This would be a further ecological enhancement and would be secured through the landscaping scheme.

7.15 Sustainable waste management

Discussed in other sections of this report.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

In the event of an approval, a condition would be secured requiring the submission of an Energy and Sustainability Statement to demonstrate that the proposed development would achieve at least a 10% improvement beyond Building Regulations 2014.

Also, a condition would be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.17 Flooding or Drainage Issues

Policy SI12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase

the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The application site is located in Flood Zone 1 where there is a low probability of risk of fluvial flooding. As such, all forms of development including residential development (which is classified as a 'more vulnerable use') is acceptable in this location, in terms of fluvial flood risk.

In the event of approval, a sustainable water management scheme would be secured by condition to ensure compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

The provision of 4 additional residential units, when compared with a 24 garage car park is not considered to lead to such a significant change in the local noise environment as to warrant a refusal of planning permission on this ground. This is particularly the case as the site is located in close proximity to the M4 and other residential dwellings. The comings and goings may well be reduced when compared to the full utilisation of the existing garages.

In addition to the above and taking into consideration the sites close proximity to the M4 and neighbouring properties, a condition has been recommended which would ensure that occupiers of the development would have an acceptable noise environment inside their homes.

AIR QUALITY

Local Plan Policy DMEI 14 states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. B) Development proposals should, as a minimum: i) be at least "air quality neutral; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development would be Air Quality neutral as confirmed by the Borough's Air Quality Officer. Notwithstanding this point the Officer has advised that a green wall be secured via condition in the event of the application being approved. This is to act as an additional physical barrier from Motorway Traffic emissions. Full details of the wall, its size, location and composition will be secured via the mentioned condition.

Further to the above a construction management plan is to be required via condition, which would limit noise and air quality impacts of the development during construction.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The proposal involves the erection of 4 new dwellings and is therefore CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

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

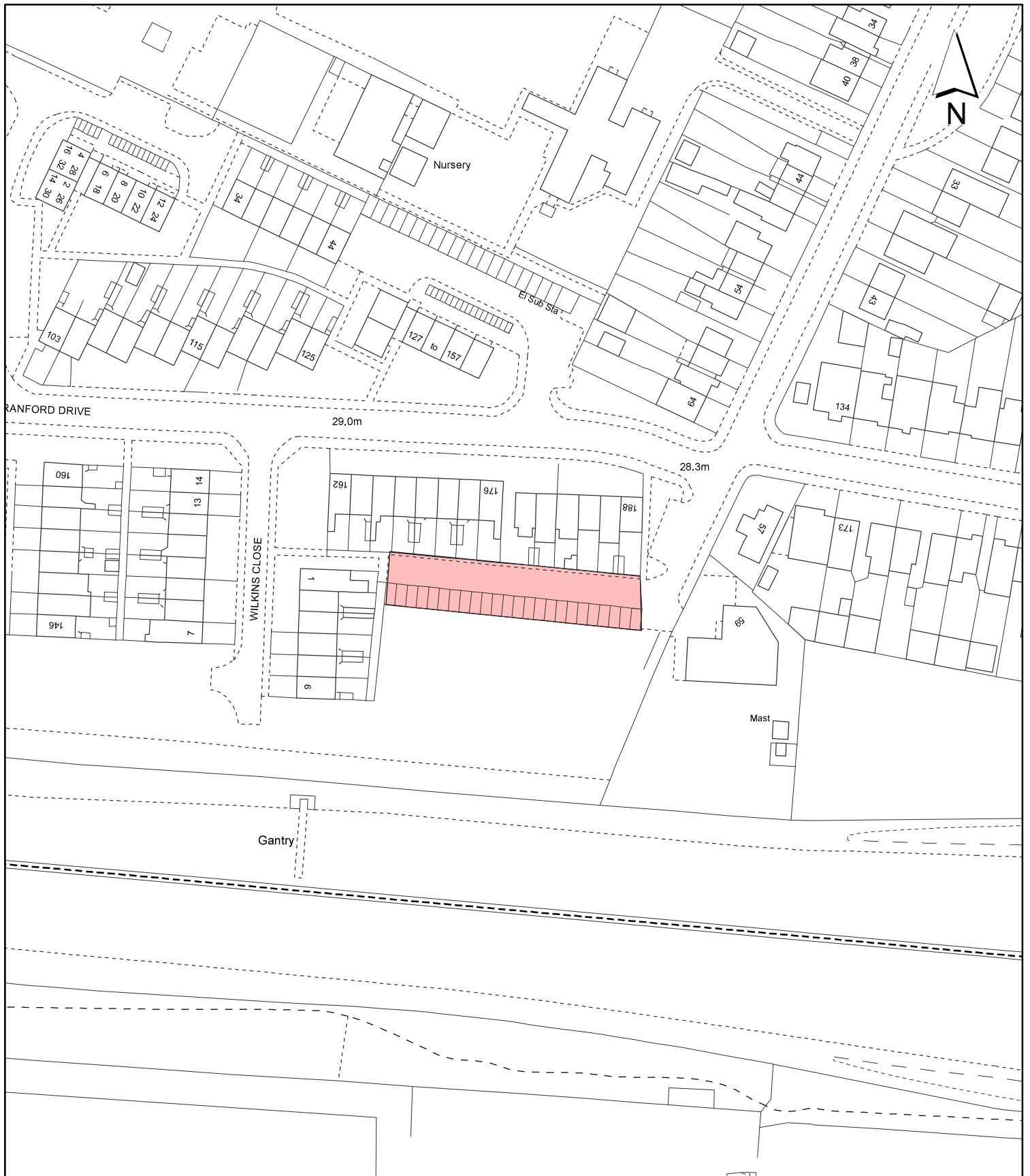
The proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Additionally, adequate living accommodation would be provided for future residents. The proposal would contribute 4 additional residential units (providing an appropriate standard of accommodation) to the borough's housing stock.


The proposal is considered to comply with the Development Plan and no material considerations indicate that the policies of the Development Plan should not prevail. It is therefore recommended that planning permission be granted subject to conditions.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Contact Officer: Haydon Richardson **Telephone No:** 01895 250230



<p>Notes:</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2020 Ordnance Survey 100019283</p>	<p>Site Address:</p> <p align="center">Garages at Cranford Drive</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p>
	<p>Planning Application Ref:</p> <p align="center">77448/APP/2023/1159</p>	<p>Scale:</p> <p align="center">1:1,250</p>	
	<p>Planning Committee:</p> <p align="center">Borough</p>	<p>Date:</p> <p align="center">September 2023</p>	



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