

Planning statement

Garages to the rear of Southbourne Gardens, Ruislip, HA4
9SQ

VOSS Construction Management Services

27 October 2017

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1.0 Introduction

- 1.1 This Planning Statement has been prepared by Maddox Associates to accompany a full planning application submission for redevelopment at the garages to the rear of Southbourne Gardens, Ruislip, HA4 9SQ (hereafter referred to as “the Site”) and is submitted on behalf of our client (“the Applicant”), VOSS Construction Management Services. A Site location plan is included with this application.

The Site lies wholly within the London Borough of Hillingdon (also referred to as “the Council”). The existing Site is not allocated in the adopted Hillingdon proposals map. The development proposal has been discussed with the Council in the form of a pre-application meeting and formal written response.

The proposal

- 1.2 The application seeks detailed planning permission for the following (hereafter referred to as “the Application” or “the Proposed Development”):

“Demolition of the former 18 garages to the rear of Southbourne Gardens and the erection of a three storey block comprising 6 x 2 bedroom units with associated landscaping and parking.”

The application

- 1.3 This Statement has been informed by a set of planning application documents and plans, including detailed technical assessments of the Site and the Proposed Development. This Statement should therefore be read in conjunction with these planning Application documents and plans, which will provide further information on the points summarised and assessed against planning policy in this report. The application is accompanied by the following documents:

- Site location plan;
- Block plan;
- Existing and proposed floor plans;
- Existing and proposed elevations;
- Arboricultural Report prepared by AD Tree Consulting;
- Surface Water Drainage Strategy prepared by Ambiental;
- Phase 1 Ecology Survey prepared by ASW Ecology;
- Design and Access Statement prepared by Studio 303 Ltd;
- Transport Technical Note prepared by YES Engineering; and
- Daylight and Sunlight Assessment prepared by S P Planning.

Structure of the report

- 1.4 The remainder of this Statement is structured as follows:
- Section 2: site area and description
 - Section 3: proposed development

- Section 4: legislation and guidance
- Section 5: development plan policy
- Section 6: relevant planning decisions
- Section 7: key issues and considerations
- Section 8: conclusions

2.0 Site and area description

- 2.1 The Site is located on a 0.09Ha area of land to the rear of 58 Southbourne Gardens, Ruislip, HA4 9SQ within the London Borough of Hillingdon.
- 2.2 The Site currently consists of two banks of nine former garages along the east and west edge of the Site boundary, with a small area of land behind. The garages currently are no longer used as they are too small for practical use with modern vehicles. The boundary treatments to the Site consist mainly of planting with timber or wire fencing.
- 2.3 Vehicular and pedestrian access is via a path on Southbourne Gardens located between nos. 58 and 60. There are currently no existing public parking or cycle parking spaces provided on Site.
- 2.4 The Site affords a PTAL rating of 3 moderate; Eastcote underground station to the northeast is approximately 250m from the Site on the Metropolitan and Piccadilly line. The 398 bus route travels along Southbourne Gardens travelling between Ruislip station and Hemery Road in Greenford, with a bus stop near the entrance of the Site approximately 100m away travelling east.
- 2.5 The entire Site is within Flood Zone 1 and is therefore at the least risk of flooding.
- 2.6 The Site is not within a conservation area and there are no locally or statutory listed buildings close to the Site.
- 2.7 Immediately surrounding the Site on all sides are traditional residential dwellings of between two and three storeys with private gardens adjoining the site boundary. These gardens are adequately screened from the Site. There is also a three-storey block of flats to the north. The wider surrounding uses predominantly consist also of residential terraced dwellings of two to three storeys. Eastcote Town Centre is located approximately 175m from the Site and a small industrial estate is located to the north. Newham junior school lies to the east of the Site approximately 250m away.
- 2.8 A controlled parking zone is located near to the Site along 1-11 and 6-60 Southbourne Gardens and restricts parking to permit holders only from Monday to Sunday between 9am and 5pm.

3.0 The proposed development

- 3.1 The proposed description of development is set out in Section 1 above.
- 3.2 The scheme proposed is a single three storey brick building rendered white at ground floor with aluminium framed balconies and windows. The block contains six units, two on each floor, and each unit has two double bedrooms, one with an en-suite bathroom, and a kitchen living dining area. These units have been designed in accordance with National space standards. The ground floor units are wheelchair accessible and compatible.
- 3.3 The development proposes 6 car parking spaces and 12 cycle parking spaces. The access road on Southbourne Gardens is proposed to be widened to 4.2m in width to allow for two vehicles to pass each other and a mirror will be located on the outside bend near the bin store to ensure all drivers can see approaching vehicles when entering and exiting the site.
- 3.4 The bin store is located near the southern edge of the building and will provide adequate waste storage for all six units. It is proposed residents will wheel the bins to the edge of the road for the refuse lorry to collect alongside the rest of the residential properties on Southbourne Gardens.
- 3.5 At the north of the site is a 172sqm green space providing an amenity area for the residents. This has been designed so that any emergency vehicle entering and turning within the site can also use this area of land.
- 3.6 Each unit has a designated area of outdoor private amenity space; the upper floors have private eastwards facing balconies on the northern and southern corners and the ground floor units have a designated area of land to the front of the property, these outdoor areas range from 3m² to 6.8m² in size.

4.0 Legislation and guidance

- 3.1 To the extent that development plan policies are material to an application for planning permission the decisions for Applications must be taken in accordance with the development plan, unless there are material considerations that indicate otherwise (section 38(6) of the Planning and Compulsory Purchase Act 2004).
- 4.2 For an Application that has a bearing on the special architectural and historic interest of a listed building, the Planning (Listed Buildings and Conservation Area) Act 1990 applies.

National planning policy framework

- 4.3 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led. Where a proposal accords with an up-to-date development plan it should be approved without delay, as required by the presumption in favour of sustainable development at paragraph 14 of the National Planning Policy Framework.
- 4.4 The NPPF recognises at its heart that there are three dimensions to sustainable development; economic, contributing to a strong, responsive and competitive economy; social, supporting strong, vibrant, and healthy communities; and an environmental role, contributing to protecting and enhancing our natural, built, and historic environment (paragraph 7). It further states that pursuing sustainable development involves (among other things) seeking positive improvements to the quality of the built environment, replacing poor design with better design, and widening the choice of high quality homes (paragraph 9).
- 4.5 Where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the NPPF requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.
- 4.6 The sections considered relevant to the proposals are set out as follows:

NPPF 2012	
Section 6	Delivering a wide choice of high quality homes
Section 7	Requiring good design
Section 11	Conserving and enhancing the natural environment

Planning practice guidance

- 4.7 Guidance contained within the National Planning Practice Guidance (2014) is a material consideration in the determination of this application. It highlights that good design is an integral part of sustainable development. New proposals should reflect this requirement for good design (as set out in national, regional, and local policy) while local planning authorities are advised to give great weight to outstanding or innovative designs that help to raise the standard of design more generally in the area (paragraph 004). Moreover it states that achieving good design is about creating places, building, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations (paragraph

001).

- 4.8 Within this context, it will be demonstrated that the proposal fully supports the objectives of the NPPF, NPPG, and other good practice.

5.0 Development plan policy

5.1 The Development Plan comprises:

- The London Plan 2016;
- The Hillingdon Local Plan: Part 1 – Strategic Policies adopted November 2012; and
- The extant 2007 Saved Unitary Development Plan policies.

5.2 The Site is not subject to any site-specific policy designations.

The London Plan 2016

5.3 It is considered that the relevant policies are:

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 5.13 Sustainable Drainage
- Policy 6.13 Parking

Hillingdon Local Plan: Part 1 – Strategic Policies

5.4 It is considered that the relevant policies are:

- Policy H1: Housing Growth
- Policy BE1: Built Environment
- Policy T1: Accessible Local Destinations

The extant saved UDP policies 2007

5.5 It is considered the relevant policies are:

- Policy BE13: Design of new development
- Policy BE14: Design of new development
- Policy BE19: Residential amenity
- Policy BE20: Residential amenity
- Policy BE21: Residential amenity
- Policy BE22: Residential amenity
- Policy BE23: Residential amenity
- Policy BE24: Residential amenity
- Policy BE38: Trees
- Policy OE1: Environmental nuisance
- Policy OE8: Flood prevention
- Policy EC1: Ecology
- Policy H4: Housing mix
- Policy H8: Conversions
- Policy H12: Backland development
- Policy AM2: Public transport

- Policy AM7: Traffic calming
- Policy AM14: Car parking standards
- Policy AM15: Car parking

5.6 In addition to the above documents, the Supplementary Planning Document relevant to the assessment of the application are:

- Housing SPG, November 2016
- Accessible Hillingdon SPD 2013
- Planning Obligations SPD 2014
- Community Safety SPD 2004

Emerging Policy

- 5.7 The emerging Hillingdon Local Plan: Part 2 will comprise Development Management Policies, Site Allocations and Designations, and the Policies Map. Together they will deliver the detail of the strategic policies set out in the Local Plan: Part 1 Strategic Policies (2012) and form a comprehensive development strategy for the borough up to 2026.
- 5.8 The Revised Proposed Submission Version was consulted on between October and December 2015 and will be submitted for examination in June 2017. Adoption is estimated to be mid-2018 at the earliest. The Local Plan Part 2 will replace the saved UDP policies. The policies set out in the Hillingdon Local Plan: Part 2 carry limited weight.
- 5.9 Key draft policies include:

Hillingdon Local Plan: Part 2 – Development Management Policies

- Policy DMH2: Housing mix
- Policy DMH6: Garden and backland development
- Policy DMH7: Provision of affordable housing
- Policy DMHB11: Design of new development
- Policy DMHB14: Trees and landscaping
- Policy DMHB16: Housing standards
- Policy DMHB17: Residential density
- Policy DMHB18: Private outdoor amenity space
- Policy DMT5: Pedestrians and cyclists
- Policy DMT6: Vehicle parking

6.0 Relevant planning decisions

- 6.1 The Hillingdon online planning register has been consulted and there are no relevant planning applications submitted on Site.
- 6.2 Relevant off-Site planning decisions are set out in the table below. We have considered the issues and solutions that these similar proposals have encountered elsewhere in the borough.

Reference	Address	Description	Decision	Date
45159/APP/2015/527	Garages adjacent to 29-33 Dollis Crescent Ruislip	Two storey building to provide 2 x 2 bed self-contained flats with associated parking and landscaping works involving demolition of 9 existing garages	Approved	12/02/15
56805/APP/2014/3033	Land at garages/nursery Brackenbridge Drive Ruislip	Demolition of existing lock up garages, erection of 6 x 2 storey, 3 bed houses with associated parking and landscaping and erection of 14 replacement lock up garages	Approved	22/08/14
69195/APP/2013/1310	Garages land adjacent to 27 Lees Avenue Northwood	2 x two storey, 4-bedroom, semi-detached dwellings with associated parking and amenity space and enlargement of vehicular crossover to front, involving demolition of existing garages.	Approved	21/05/13
56801/APP/2003/2962	Land at the garages, The Oaks Hayes	Erection of 2 two-bedroom, 1 three-bedroom and 1 four-bedroom houses (involving demolition of existing garages)	Approved	22/12/03

6.3 Pre-application advice

- 6.4 On 20 October 2016 a pre-application meeting took place with officers at Hillingdon Council. The scheme presented at the meeting was as follows:

“redevelopment of the Site to include erection of a single, three storey accommodation block comprising nine residential units”

- 6.5 The scheme proposed 3 x 1 bedroom and 6 x 2 bedroom units and a total of 4 parking spaces. The feedback from the meeting was supportive of the principle of development however raised issues with design, amenity space, site layout, access, and parking.
- 6.6 The Council considered the building was too close to the side boundary property and should be set back a minimum of 1m to ensure adequate daylight is received by the ground floor units and acceptable outlook is provided. At one closest point the submitted scheme now is set back at 1m from the side boundary, and so observes Council requirements.
- 6.7 The Council noted that certain dimensions within the scheme were not compliant with local and national policy; the private external amenity provision and the distance between habitable windows failed to comply with minimum Council requirements. The scheme has been modified so as to comply with the requirements; each unit has between 3 and 6m² private balcony and the building is located 21.4m from the nearest neighbouring property from the front elevation and 34.6m from the rear.
- 6.8 The access road was deemed unsuitable for two-way traffic and pedestrians, and a shared surface was suggested to ensure a safer environment for all. The scheme now proposes a shared surface and a mirror to be installed at the turning where the corner is blind.
- 6.9 The council noted that the parking provision did not comply with Council standards at 0.4 spaces per unit. The scheme now proposes 1 space and 2 cycle spaces per unit therefore complying with Council standards.
- 6.10 It was considered the location of the bin store to the rear of the development was unsuitable and inaccessible for refuse vehicles. The store has now been relocated to the southern elevation of the building at a location where the impact from odour and noise disturbance is minimal.
- 6.11 The scheme submitted at pre-application stage significantly exceeded the London Plan density standards, now at 67u/ha the reduction in 3 units now complies with density standards for PTAL 3 suburban development at 3 habitable rooms per unit.
- 6.12 The pre-application feedback highlighted the need to avoid a pastiche design, and focus carefully on materials, fenestration, and articulation. In response to this comment, the scheme has been carefully developed and modified to create a coherent and high quality design that has appropriate consideration to its surroundings.
- 6.13 Overall the scheme has responded well to pre-application feedback and sought to resolve all outstanding issues that were raised by officers.

7.0 Key issues and considerations

7.1 The key issues and considerations are:

- The principle of development
- Design
- Highways considerations
- Environmental considerations

The principle of development

- 7.2 At a national level, the support for the principle of redevelopment of brownfield Sites is seen in the NPPF. Paragraph 17 “core planning principles” states “planning should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”.
- 7.3 At a strategic level, the London Plan sets out the annual housing supply monitoring target for 2015-2025 as 559 homes. Locally, Local Plan Part 1 policy H1 states the Council will meet and exceed their borough target to provide an additional 425 dwellings per year between 2011 and 2021.
- 7.4 Policy 3.3 of the London Plan seeks to increase housing supply, recognising the potential that brownfield land has on increasing housing capacity in London. Local Plan Policy H1 also recognises that in achieving the above target dwellings per year Hillingdon will ensure development makes the most efficient use of brownfield land.
- 7.5 It is recognised that at national, regional/strategic, and local level, development on brownfield land is supported and the principle of development is acceptable.

Design

- 7.6 Chapter 7 of the NPPF “Requiring good design” emphasises the importance of achieving high quality and inclusive design for all development. Paragraph 58 ensures planning policy should ensure developments function well, establish a strong sense of place, respond to local character and history, create safe and accessible environments, and are visually attractive.
- 7.7 The London Plan policy 3.5 Quality and design of housing developments ensure that housing developments are of the highest quality internally and externally, taking into account physical context, local character, density, and land uses.
- 7.8 Saved UDP policy H8 requires that changes of use from non-residential to residential will be permitted provided a satisfactory residential environment can be achieved, if the existing use is likely to meet demand for such accommodation in the foreseeable future, and the proposal is consistent with other objectives in the plan.
- 7.9 Saved UDP policies BE13 and BE14 concern the design of new development; they ensure the layout and appearance of development is in harmony surrounding features, and ensure the design of development of isolated Sites safeguard the redevelopment potential of adjoining Sites.

- 7.10 Saved UDP policies BE19 – BE24 seek to protect, complement, and improve residential amenity and character within residential areas. Consideration should be had to how new buildings impact the surrounding residential amenity in terms of their, siting, bulk, and proximity to other buildings, bearing in mind privacy of occupiers and neighbours. External amenity space should also be provided in new residential buildings.
- 7.11 The three-storey development has been designed with a modern aesthetic, avoiding a pastiche approach as recommended in the pre-application feedback. The development stands at three storeys with a brick finish and a flat roof, with large floor to ceiling windows and glass balconies located on the eastern façade.
- 7.12 The exact location and positioning of the building in the site has been carefully considered to ensure neighbouring amenity is not impacted in terms of privacy, overlooking, and daylight; the windows of the habitable room are within the 25 degree rule on the ground and first floors and the building stands at 1m from the boundary of the site at its closest. The windows in the roof will be double glazed to ensure noise is kept to a minimum.
- 7.13 All flats have dual aspect and all bedrooms and living dining kitchen areas comply with national space standards. The three ground floor units will be wheelchair accessible and internal layout compatible.
- 7.14 The design of the development is of a high architectural quality with the surrounding context taken into consideration; as such the design is in accordance with national, strategic, and local policy.

Density

- 7.15 London Plan Policy 3.4 Optimising Housing Potential states that “development should optimise housing output for different types of location within the relevant density range shown in [the density matrix].” The proposed scheme adheres to the given density requirement for the context and location of the development within the matrix at 67u/ha and is therefore policy compliant.

Highways considerations

- 7.16 Local Plan Part 2 policies AM2 and AM7 ensure proposals are fully assessed to safeguard their impact on the highways network and traffic generation. They ensure new development does not cause an unacceptable increase in demand on the road network and that pedestrian safety is not compromised.
- 7.17 Emerging Local Plan policy DMT 1,2,4,5, and 6 concern the promotion of sustainable forms of transport and aim to improve air quality and reducing car dependency.
- 7.18 The submitted Technical Note prepared by YES Engineering includes a vehicle tracking diagram mapping the route of a 7.5t box van and a fire engine turning within the Site. It concludes both vehicles are able to enter and exit the Site in forward gear. Refuse collection will take place on-street in accordance with the existing arrangement for residential development in the area.

Parking

- 7.19 The below extract is taken from the submitted Technical Note prepared by YES Engineering and summarises local and national parking standards.

7.20

LBH Car Parking Standards	London Plan Car Parking Standards
1.5 to 1 space per unit (1-2 bed units)	Up to 1.0 per unit (1-2 bed units)
2 spaces per unit (3-4 bed units)	Up to 1.5 per unit (3 bed units)
	Up to 2 (4+ bed units)
LBH Cycle Parking Standards	London Plan Cycle Parking Standards
1 space per studio, 1 and 2-bedroom unit	1 space per studio and 1-bedroom unit
2 spaces per all other dwellings	2 spaces per all other dwellings

- 7.21 In accordance with Hillingdon and London Plan parking standards the scheme proposes 6 car parking spaces and 12 cycle parking spaces. The submitted Technical Note prepared by YES Engineering includes results from a 200m parking survey that was undertaken at 3pm and 3.30pm on two days in November 2016. The results showed a parking stress of 88% and 92% respectively, and so demonstrated limited spare capacity for on-street parking in the vicinity. The provision of the off-street car parking on the site will mitigate further stress from occurring as a result of the development.
- 7.22 The submitted Technical Note prepared by YES Engineering concludes the Site is in a highly sustainable location due to its proximity to local facilities, 2 bus routes, and Eastcote underground station. Moreover, the car and cycle parking provision is deemed to be suitable given the location. It is concluded there are no adverse impacts on highways or transport.

Environmental considerations

Arboriculture

- 7.23 Policy BE38 expects development proposals to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.
- 7.24 Emerging Local Plan policy DMHB14 expects all development to enhance existing landscaping, trees, biodiversity, or other natural features of merit.
- 7.25 The submitted Arboricultural Report prepared by AD Tree Consulting concludes that the arboricultural impact of the proposal will be neutral overall due to a combination of the measures put in place in order to protect the existing trees and enhance the rooting environment of an allocated category B tree "T1", and the mitigation for tree loss by well designed replanting of high quality trees.

Ecology

- 7.26 The submitted Ecology Report prepared by ASW Ecology concludes that no bat roosts and no bird nests were found on Site therefore the site has a very little ecological value and there are no constraints in terms of when demolition of the garages can occur.

Sunlight and daylight

- 7.27 Saved UDP policy BE20 seeks to ensure buildings are laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing housing are safeguarded.
- 7.28 The submitted Daylight and Sunlight Assessment prepared by S P planning assessed the effect of the proposed development on natural light reaching four residential properties close to the application Site. Daylight and sunlight levels reaching the four ground floor windows were found to be well above the BRE target levels and will remain the case with the proposed development in place.

Drainage

- 7.29 The submitted Drainage Strategy prepared by Ambiantal concludes that the development can be accommodated without increasing flood risk within the locality provided the development adheres to the conditions advised. These include discharging the existing surface water sewer within the Site utilising Water Butts and Permeable Paving. The drainage consultant advised that the finished floor level of the proposed building be 150mm above the surrounding finished ground level to mitigate against any potential surface water flows.

8.0 Conclusions

- 8.1 This statement accompanies a detailed planning application submitted by the Applicant for the proposed development at Southbourne Gardens in Ruislip and demonstrates that the proposal is in accordance with the policies in the development plan.
- 8.2 The proposed development has been designed following detailed pre-application discussions with officers at the Council. This has resulted in a high quality comprehensive scheme that will assist in delivering new housing within the local authority in a sustainable location

This planning statement considers the planning policy framework and associated guidance, and provides an analysis of this in relation to the proposed development at the Site.

- 8.3 The proposals are an opportunity to deliver the following planning benefits:
- Provision of 6 new homes;
 - Delivery of a scheme of high architectural quality;
 - Redevelopment of brownfield land;
 - Off-street private car and cycle parking spaces;
- 8.4 This planning statement demonstrates that the proposed development is in accordance with the key policies in national policy and policies contained within the development plan. It is therefore requested that planning approval be granted without delay.
- 8.5 The proposal is in accordance with local and national policy therefore it is requested that planning approval be granted without delay.

