



HILLINGDON
LONDON



North Planning Committee

To Councillors on the Committee

Date: THURSDAY, 3 FEBRUARY
2011

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

Eddie Lavery (Chairman)
Alan Kauffman (Vice-Chairman)
David Allam
Jazz Dhillon
Michael Markham
Carol Melvin
David Payne

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

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reports can be made available
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further information.**

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Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant

followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings
21st December 2010 and 11th January 2011.
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part 1 will be considered in public and that the items marked Part 2 will be considered in private

Reports - Part 1 - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. Reports are split into 'major' and 'minor' applications. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Reindeer PH, Maxwell Road, Northwood 18958/APP/2010/2210	Northwood ;	Erection of a part two storey, part three storey, part four storey building comprising 1, one-bedroom flat, 4, two-bedroom flats and 6, three-bedroom flats, with associated car parking, secured cycle parking, bin store and alterations to vehicular access. RECOMMENDATION: APPROVAL	17 - 60

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Unit 3, Ruislip Retail Park, Victoria Road, Ruislip 43510/APP/2010/1979	South Ruislip;	Construction of a 1,858 sq.m mezzanine within Unit 3, Ruislip Retail Park. RECOMMENDATION: APPROVAL	61 - 86

Non Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
8	76 Exmouth Road, Ruislip 66257/APP/2010/1112	Cavendish ;	Part single storey, part two storey side/rear extension, involving demolition of existing detached garage to side and single storey extension to rear. RECOMMENDATION: APPROVAL	87 - 96
9	95-97 High Road, Ickenham 63771/APP/2010/2174	West Ruislip;	Change of use from Class B2 (General Industry) to Class A5 (Hot Food Takeaways) for use as a takeaway, including installation of new shopfront at 95 High Road and installation of external flue at 97 High Road (for use at 95 High Road.) RECOMMENDATION: APPROVAL	97 - 114

Non Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
10	8 St Martins Approach, Ruislip 44613/APP/2010/2283	Eastcote & East Ruislip;	Single storey rear extension, involving demolition of existing garage. RECOMMENDATION: APPROVAL	115 - 124
11	95A High Road, Ickenham 63007/ADV/2010/59	West Ruislip;	1x internally illuminated fascia sign to front and 1x internally illuminated projecting sign. RECOMMENDATION: APPROVAL	125 - 130

12	Former Mill Works, Bury Street, Ruislip 6157/APP/2010/2384	West Ruislip;	Variation of condition 4 (to enable erection of two garages to Plots 2 and 3) of planning permission ref: 6157/APP/2009/2069 dated 02/03/2010: Erection of 66 dwellings comprising 2, three-storey apartment blocks providing 30 apartments (1 studio; 5 one-bedroom; 21 two-bedroom; and 3 three-bedroom units) and 32 three-bedroom and 4 four-bedroom houses with associated car parking, landscaping and access (involving the demolition of existing buildings.) RECOMMENDATION: That authority be given to the Head of Planning, Trading Standards and Environmental Protection, to determine the application under delegated powers,	131 - 160
13	Any Items Transferred from Part 1			
14	Any Other Business in Part 2			

Plans for North Planning Committee

Minutes

NORTH PLANNING COMMITTEE

21 December 2010

**Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge UB8 1UW**



	<p>Committee Members Present: Councillors Eddie Lavery, Allan Kaufmann, Michael Markham, Carol Melvin, David Allam and Jazz Dhillon.</p> <p>LBH Officers Present: Meg Hirani (Team Leader) Syed Shah (Principal Highways Engineer) Richard Philips (Planning, Environment & Community Services) Sarah White (Legal Advisor) Nav Johal (Democratic Services)</p> <p>Also Present: Councillor Shirely Harper-O’neill and Councillor Ray Graham</p>	
69.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Councillor David Payne was absent from the meeting.</p>	Action by
70.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Meg Hirani, Team Leader, declared a personal and prejudicial interest for items 11. Mr Hirani left the room for this item.</p>	Action by
71.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>It was agreed that the minutes from 7th December 2010 were deferred to the next meeting on 11th January 2011.</p>	Action by
72.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>	Action by
73.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>Items marked part 1 were considered in public and items parked part 2 were considered in private.</p>	Action by

74.	<p>LAND FORMING PART OF 104 ABBOTSBURY GARDENS, EASTCOTE 67398/APP/2010/2562 (<i>Agenda Item 6</i>)</p> <p>Erection of 1 one-bedroom, single storey detached dwelling with new crossover to front and associated parking and amenity space (Outline application with some matters reserved.)</p> <p>67398/APP/2010/2562</p> <p>Planning permission was sought for the erection 1 one-bedroom, single storey detached dwelling with new crossover to front and associated parking and amenity space on the rear garden area of 104 Abbotsbury Gardens, which has a frontage to Lowlands Road.</p> <p>The officer report stated the proposal would appear as a stand alone bungalow and due to its siting and position, it was considered that the proposal would result in a development which would appear out of context in relation to the surrounding design and pattern of existing residential development, resulting in a detrimental impact on the visual amenities of the streetscene. It was also considered that should the application receive consent it would set an undesirable precedent for other proposals in the vicinity of a similar nature, which the Council would find difficult to resist.</p> <p>Due to the inadequate internal floor space that would be provided, the proposal would be detrimental to the amenities of the future occupiers of the development. The proposed dwelling also failed to meet lifetime Homes standards. Accordingly the application was recommended for refusal.</p> <p>In accordance with the Council's constitution a representative of the petition received in objection to the proposal was invited to address the meeting.</p> <p>Points raised by the petitioner:</p> <ul style="list-style-type: none"> • Lead petitioner Ms Lesley Crowcroft presented the petition on behalf of the petitioners who had signed the petition objecting to the application. • The area was known for its large garden space and historic context. • This application was contrary to London Plans as already stated in the officer's report. • It was a back land development and the floor area of the application was considerably smaller than what was required. • An appeal on an application on this site had recently been dismissed. • The application was not in line with the local distinctness and character of the area. • There was a giant oak tree in the area which needed to be considered in a tree survey. This had not been carried out. • The application, if it was approved, would destroy the character 	Action by
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	<p>of the area.</p> <ul style="list-style-type: none"> • A single dwelling would not make that much difference to the housing in the area. <p>The applicant was not present at the meeting.</p> <p>Members stated that the report summed up the reasons for refusal and were concerned that further proposals may arise if this was granted.</p> <p>It was moved, seconded and was unanimously agreed that the application be refused.</p> <p>Resolved –</p> <p>That the application be refused as set out in the officer’s report and addendum.</p>	
75.	<p>LAND AT REAR AND FORMING PART OF 63, 65 & 67 LOWLANDS ROAD, EASTCOTE 56032/APP/2010/2111 (<i>Agenda Item 7</i>)</p> <p>Erection of a five-bedroom detached bungalow, including three bedrooms in roofspace, with associated parking and landscaping.</p> <p>56032/APP/2010/2111</p> <p>Planning permission was sought for the erection of a five-bedroom detached bungalow at the land rear and forming part of 63, 65 and 67 Lowlands Road. The officer report stated the proposal was for a single detached bungalow (with habitable roof space).</p> <p>Whilst the development would comply with relevant Council Standards relating to internal living space and external amenity space, it was considered that the proposal would be out of keeping with the surrounding pattern of residential development, resulting in a detrimental impact on the visual amenities of the surrounding area.</p> <p>It was also considered that should the application receive consent it would set an undesirable precedent for other proposals in the vicinity of a similar nature, which the Council would find difficult resist. In addition, to these considerations, given that a legal agreement at this stage had not been offered or secured, and due to the shortfall of places in nurseries/schools/educational facilities serving the area the proposal was considered to be contrary to relevant UDP Saved Policies September 2007, London Plan and national policies.</p> <p>In accordance with the Council’s constitution a representative of the petition received in objection to the proposal was invited to address the meeting.</p> <p>Points raised by the petitioner:</p> <ul style="list-style-type: none"> • Lead petitioner Ms Lesley Crowcroft presented the petition on behalf of the petitioners who had signed the petition objecting to the application. 	Action by

- Ms Crowcroft had spoken several times on this matter during the last 10 years.
- It was stated that the applicant only owned the one property, so 1/3 of the proposed development land.
- That the applicant had appealed on this site and numerous other sites, unsuccessfully.
- That this current application had made no attempt to get life time home assurance.
- Ms Crowcroft questioned the lighting in the bedrooms, stating that 3 double bedrooms only had roof lights and that this would not be adequate. That a request for dormer windows may come if the application was approved.
- She asked Committee to uphold the officer's report and recommendations.

The applicant was not present at the meeting.

Members asked for clarification on the bedroom lighting. Officers stated that there were windows for the bedrooms in the plans, and not just the roof lights. Members also asked about life time home assurance. Officers stated that the size of the property was sufficient and with internal changes that it could be made to fit. Members commented on garden grabbing and that this sort of application was what the legislation was designed to prevent.

Members commented on the numerous applications that had been submitted on this site. They asked officers if they could turn away any further applications. Officers and the Committee's Legal Advisor stated that this matter went to appeal and the decision was upheld by the Inspector the Council could now turn away further applications for a 2-year period. The Legal Advisor stated that there were requirements in legislation regarding this that needed to be fulfilled before this could occur. The legislation framework allowed the Council to reject further applications for a 2-year period. This was assuming the inspectorate supported this decision.

It was moved, seconded and was unanimously agreed that the application be refused.

Resolved –

That the application be refused as set out in the officer's report and addendum.

76.	<p>LAND ADJACENT TO AND FORMING PART OF 30 HARVEY ROAD, RUISLIP 67335/APP/2010/2355 (<i>Agenda Item 8</i>)</p> <p>Erection of 2 x two-bedroom, two storey and 1 x one-bedroom, single storey dwellings with semi-linked lobby and associated parking and amenity space.</p> <p>67335/APP/2010/2355</p>	Action by
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Planning permission was sought for the erection of 2 x two-bedroom, two storey and 1 x one-bedroom, single storey dwellings with semi-linked lobby and associated parking and amenity space on the land adjacent to and forming part of 30 Harvey Road. The officer report stated the proposal was to develop the side and rear garden of a ground floor maisonette to provide a pair of semi-detached two-bedroom houses and a linked one-bedroom bungalow on this prominent corner plot.

It was considered that although the proposal would satisfy the recommended density guidelines contained within the London Plan, it would appear unduly cramped in relation to the spacious character of this part of Harvey Road and would appear incongruous within the street scene. The proposal failed to provide sufficient internal floor space for the bungalow, adequate amenity space for the occupiers of the residential properties and involved the provision of off-street car parking from the side access road which had restricted access due to it being bollarded.

Also, no provision had been made at this stage to ensure that the scheme would make adequate provision to secure an appropriate contribution towards education facilities.

In accordance with the Council's constitution a representative of the petition received in objection to the proposal was invited to address the meeting.

Points raised by the petitioner:

- Ms Caroline Wood spoke on behalf of the petitioners who had signed the petition objecting to the application.
- Ms Wood lived in property 30a and moved into the area because of the spacious sizes of the homes, the garden space and how the street looked.
- The bollards were put there for a reason, and cars could not get through because of their existence on the road.
- Motorbikes currently parked behind the area where car parking was proposed for, this meant that spaces were left available for cars to park.
- The development seemed like it was being squeezed in and was out of character with the area and also contrary to planning policies.
- The property, if developed, would be erected against her garden. This would mean she would overlook this property, along with other residents nearby.
- There were similar spaces on the road and there was a risk that more applications would be received by the Council if this was approved.
- The views of trees and green area would be restricted for residents if this application was approved.

The applicant was not present at the meeting.

Ward Councillor Shirley Harper-O'Neill addressed the meeting. The following points were raised:

	<ul style="list-style-type: none"> • Councillor Harper-O’Neill was in full support of the petition and the officer report on this application. • The application was detrimental to the visual character of the area. • The proposed bungalow had insufficient floor space. • That the suggested parking would cause issues, in particular with regards to the bollards that were currently there. • The area was unique and almost like the countryside. That this development would take away from this if it was approved. <p>Members were in full support of the officer’s recommendation, and it was commented that the area was an oasis. Members stated that the plans and application were of a very poor quality. That it would detract from the openness of the area and the application was over-developed.</p> <p>Members questioned officers on whether the bollards could be removed. Officers commented that this would go to the traffic department who would consider why they were put there and the safety measures. The history would also be looked at before the department took a view on whether they could or could not be removed. The Legal Advisor commented that removal of the bollards was outside of the remit of Planning Committee and that this would be a Cabinet Member Decision for Planning, Transportation and Recycling. Members asked that if the removal of the bollards was requested that this issue should be directed as soon as possible to the Cabinet Member.</p> <p>It was moved, seconded and was unanimously agreed that the application be refused.</p> <p>Resolved –</p> <p>That the application be refused as set out in the officer’s report and addendum.</p>	
77.	<p>41 FRITHWOOD AVENUE NORTHWOOD - 1891/APP/2010/1465 (Agenda Item 13)</p> <p>Part two, two and a half and three storey detached building with habitable roofspace and basement level comprising 2 four-bedroom and 4 three bedroom flats with basement parking and landscaping, involving demolition of existing dwelling.</p> <p>1891/APP/2010/1465</p> <p>Planning permission was sought to erect a part two, part two and a half, part three-storey block of 2 x four-bedroom and 4 x three-bedroom flats with basement parking and habitable accommodation and associated landscaping. An appeal for non-determination had been submitted.</p> <p>The officer report stated that this application followed on from two previous applications on this site for flatted redevelopment which had both been refused. The first was also dismissed at appeal. Although</p>	Action by

not previously refused for resulting in a further over-concentration of flats in the road, the latest officer survey indicated that Frithwood Avenue already breached the 10% HDAS guidance figure.

Whilst some improvements had been made, the overall scale of the building was still inappropriate for the site and the building represented an incongruous and cramped form of development on the site and resulted in an excessive loss of garden land. Given the siting of a number of ground and first floor bedroom windows, these rooms would not have had an adequate outlook and the proposal would not have afforded adequate amenity for its occupiers.

Inadequate tree information had been submitted to allow a proper assessment of the scheme and the access and refuse arrangements would prejudice highway and pedestrian safety. Also, as no S106 Agreement had been offered at this stage, the scheme failed to make appropriate provision for additional educational facilities.

Therefore, had an appeal for non-determination not had been lodged, the scheme would have been refused for the reasons identified and set out in more detail in the report.

In accordance with the Council's constitution a representative of the petition received in objection to the proposal was invited to address the meeting. Councillor Ray Graham spoke on behalf on the petitioners.

Points raised by the petitioner:

- Councillor Graham stated that Ward Councillors were in support of this petition and spoke on behalf of the residents who had signed the petition objecting to the application.
- This was the third application by this developer on this site in the last 2 years. One of which was appealed, and refused on appeal.
- It was stated that the applicants were not prepared to wait for determination.
- The application was vastly over-large and that the plans submitted were completely unacceptable. That developers would simply tweak other plans and applications rather than taking all factors into consideration when submitting plans.
- That people chose to live in such locations due to the openness, nice gardens and views – the local ambience.
- That the plans were scarce in regards to tree protection.
- That there was no offer of contribution to school fees.
- Councillor Ray Graham congratulated officers on their report and asked the Committee to uphold the views of the residents.

The applicant was not present at the meeting.

Members had concerns about the parking facilities and stated that they accepted the officer's recommendation to refuse this application. The decisions were based on planning law, and that the site already had considerable development. This application was too much for that site, it included 20 bedrooms on the application.

	<p>It was moved, seconded and was unanimously agreed that the application be refused.</p> <p>Resolved –</p> <p>That the application be refused as set out in the officer’s report.</p>	
78.	<p>LONDON BOROUGH OF EALING (SKLPC COMMUNITY CENTRE AND SPORTS GROUND, INDIA GARDENS, NORTHOLT) 39704/APP/2010/2599 (<i>Agenda Item 11</i>)</p> <p>Use of existing community facility building as a mixed use comprising indoor market/community facility for a temporary period of expiring April 2011 (Amended Description) (Consultation by Ealing Council).</p> <p>39704/APP/2010/2599</p> <p>Ealing Council seeks comments from this Council on a planning application for the use of an existing community facility building as a mixed use comprising indoor market/community facility for a temporary period expiry April 2011. The officer report related to the request from the London Borough of Ealing for observations and comments in relation to the planning application it had received. The issue for consideration by the North Planning Committee was the impact of the proposed development on the London Borough of Hillingdon, rather than the determination of the application itself. The use of the site for mixed use comprising indoor market/community facility was considered contrary to policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).</p> <p>Officers stated that the decision on this application would be made by the London Borough of Ealing and that the London Borough of Hillingdon would comment on this application before a decision was made.</p> <p>The development had not indicated special circumstances for this application and it would be detrimental to highways. There was inadequate information on traffic measures from the applicant. The information submitted with the application was quite sparse.</p> <p>Members commented that application would impact on the surrounding Wards of Hillingdon, including the implications of the traffic in an already busy area. The application was very close to the Polish War Memorial roundabout, where the current car boot sales had already a huge impact on the traffic.</p> <p>Members also considered the impact of the noise to residents, and the parking issues that arose through events on the site. This also had an impact on Emergency Services that may need to use Harvey Road.</p> <p>Members commented that the site was Green Belt land and that when</p>	Action by

	<p>objecting to this application it should be reminded that the area should be used for what Green Belt land was intended for. The Committee were concerned with the various activities that occurred in this area and asked if it was possible that the London Borough of Ealing consult them on any future applications for this area.</p> <p>Officers stated to Members that Hillingdon was the highway authority for this site and that if Ealing were to ignore their advice they would need good reason too. It was also commented that this area was too small for the application to go to the Mayor's Office and that they recommended consultation with TFL.</p> <p>Members concerns regarding this application were strongly noted. It was moved, seconded and was unanimously agreed that the officers recommendations were agreed.</p> <p>Resolved –</p> <p>That the London Borough of Ealing be informed that the London Borough of Hillingdon raised an objection to the proposed scheme on the following grounds:</p> <p>1) The applicant had failed to submit adequate information to demonstrate that acceptable traffic management measures would be in place to manage the safe and free flow of vehicular traffic as it enters and exits from the site and whether the traffic associated with the development would cause congestion on the adjoining highway network. The development was therefore considered likely to be detrimental to highway safety and is contrary to Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).</p> <p>2) The proposal would result in a materially greater impact and an unacceptable intensification of use (than the existing authorised uses) of the site and as such was inappropriate development in the Green Belt for which no case of very special circumstances had been demonstrated. The proposal was therefore considered to be contrary to Policy OL1 of the Hillingdon Unitary Development Plan Saved Policies September 2007, London Plan Policy 3D.9 (Consolidate with Alterations since 2004), and Planning Policy Guidance 2: Green Belts.</p> <p>3) That Officers ask the London Borough of Ealing to consult with Hillingdon on any future applications on this site.</p>	
79.	<p>CIVIC AMENITY SITE, NEW YEARS GREEN LANE, HAREFIELD 8232/APP/2010/2538 (Agenda Item 9)</p> <p>Construction of a building for weatherproof storage of road salt with associated landscaping.</p>	Action by

8232/APP/2010/2538

Planning permission was sought for the redevelopment of the north-eastern part of the Civic Amenity Site for a new salt dome to provide weatherproof storage of road salt for the gritting of roads during winter. Planning permission was granted in 2008 for the development of the existing Civic Amenity Site (ref: 8232/APP/2008/564) and again in early 2010 for the construction of a new salt dome and refurbishment of facilities (ref: 8232/APP/2009/2225 and 8232/APP/2009/2224 respectively). None of the extant consents had been implemented.

This application was a new application proposing a new arrangement to the salt dome in terms of size and location. It was also proposed to extend the north-eastern boundary of the site, by way of land-take of 252sqm of the neighbouring Council owned land to provide for additional landscape screening. Whilst the proposed works relate to only a portion of the wider site, the redline boundary covers the wider site so Highways implications, being access to the site and internal circulation, could be considered.

This increase in footprint and height to the previously approved salt dome was required to meet an increase in salt storage requirements. The revised location was required to fit within the parameters of the site.

As per the previous permission, the proposed structure would comprise a low reinforced concrete wall with a wooden superstructure above, clad with bitumen roofing shingles, coloured slate grey. The revised dome size would mean an increase in capacity of 1830 metric tonnes and would represent the minimum capacity necessary to store the amount of salt required for heavy usage to deal with snow and ice on the Borough's road network.

The salt dome was a new structure and it was acknowledged that it would be difficult to screen in the first few years after completion. It was considered that over time, as the proposed landscaping matures, the visual impacts of the structure were unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt.

Civic amenity sites such as this facility were not normally considered appropriate in a Green Belt location and the proposal did not conform to the types of development allowed by local and national Green Belt policy. However, the proposal sought rationalisation and enhancement of existing and consented facilities within a long established civic amenity site, which was considered to be the best location within the north of the Borough for the provision of an improved winter maintenance facility and specifically a salt dome.

Subject to the suggested conditions, it was considered that there would be no material loss of amenity to neighbouring properties and there would be no detrimental impact on the surrounding nature conservation sites. The risk of flooding would be minimised and the quality of the water environment would be protected.

	<p>It was moved, seconded and was unanimously agreed that the application be approved.</p> <p>Resolved –</p> <p>That the application be approved as set out in the officer’s report and addendum sheet.</p>	
80.	<p>40 THE DRIVE, NORTHWOOD 13554/APP/2010/1491 (<i>Agenda Item 10</i>)</p> <p>2 five-bedroom detached dwellings with basement and habitable roofspace, associated parking and amenity space and installation of vehicular crossover to front, involving demolition of existing detached dwelling.</p> <p>13554/APP/2010/1491</p> <p>Planning permission was sought for the erection of two, 5 bedroom detached houses with associated parking and landscaping. The officer report stated that the proposed houses would provide an acceptable standard of accommodation for future occupiers and sufficient off-street parking has been provided. However, by reason of their size, siting, bulk, design and appearance, the proposed houses would represent an incongruous and visually intrusive form of development which would detract from the character and appearance of the street scene and the area.</p> <p>Members commented on the small gaps between properties and the alien designs submitted with the application.</p> <p>It was moved, seconded and was unanimously agreed that the application be refused.</p> <p>Resolved –</p> <p>That the application be refused as set out in the officer’s report.</p>	Action by
81.	<p>ENFORCEMENT REPORT (<i>Agenda Item 12</i>)</p> <p>The enforcement report was presented to Members.</p> <p>It was moved, seconded and approved that enforcement action be deferred and the applicant have another opportunity to respond to officers.</p> <p>Resolved –</p>	Action by

	That enforcement action is deferred and a letter from the Legal Department be sent before any enforcement action be agreed.	
	The meeting, which commenced at 7.00 pm, closed at 8.30 pm.	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nav Johal on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Minutes

NORTH PLANNING COMMITTEE

11 January 2011

Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge UB8 1UW



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Alan Kauffman (Vice-Chairman), David Allam (Labour Lead), Jazz Dhillon, Michael Markham, Carol Melvin and David Payne</p> <p>LBH Officers Present: Natasha Dogra, Democratic Services Officer James Rodger, Head of Planning and Enforcement Meg Hirani, Planning, Environment and Community Services</p> <p>Also Present: Cllr Raymond Graham and Cllr Judy Kelly.</p>	
82.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>	Action by
83.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>	Action by
84.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 7 December 2010 were agreed as an accurate record.</p>	Action by
85.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>	Action by
86.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items marked Part 1 would be considered in public and all items marked Part 2 would be considered in private.</p>	Action by
87.	<p>8 SUNNINGDALE AVENUE, RUISLIP 19038/APP/2010/2638 (<i>Agenda Item 6</i>)</p> <p>Two storey detached building with habitable roofspace comprising 8</p>	Action by

	<p>two-bedroom flat with associated parking and amenity space, involving enlargement of existing vehicular crossover to front and demolition of existing two storey detached building for use as Class C2 (Residential Institutions)</p> <p>In accordance with the Council's constitution a representative of the petition received in objection to the proposal was invited to address the meeting.</p> <p>Points raised by the petitioner:</p> <ul style="list-style-type: none"> • The style of the development was out of character with the surrounding dwellings • A flatted development would take away the sense of community of the area • The development would create a less sustainable community • Bin stores and cycle storage in the front garden would not be in keeping with the surrounding dwellings • The development would encourage on road parking as the area is privy to a residents parking scheme <p>A Ward Councillor was present and raised the following points:</p> <ul style="list-style-type: none"> • The proposed site failed to harmonise with the surrounding area • The application is over developed. • Traffic congestion would increase in the area. <p>The applicant was not present at the meeting.</p> <p>Members asked Officers whether there was a residents parking scheme in this area, to which Officers stated that if the local knowledge displayed by residents suggests that there was an active residents parking scheme.</p> <p>Members added that should this application return to Committee an informative would be added to any approval given stating that rights to residents parking permits for this address would be withdrawn.</p> <p>Members stated that the report summed up the reasons for refusal and were concerned that further proposals may arise if this was granted.</p> <p>It was moved, seconded and was unanimously agreed that the application be refused.</p> <p>Resolved –</p> <p>That the application be refused as set out in the officer's report and addendum and with the additional informative as set out above.</p>	
88.	<p>LAND AT JUNCTION OF FIELD END ROAD/ EASTCOTE ROAD, RUISLIP 59310/APP/2010/2005 (<i>Agenda Item 7</i>)</p> <p>Replacement of the existing O2, 17.5m high streetworks pole with a 17.5m high streetworks pole, complete with three dual user antennas within a shroud, an associated radio equipment cabinet and</p>	Action by

	<p>development ancillary.</p> <p>In accordance with the Council's constitution a representative of the Conservation Area was invited to address the meeting.</p> <p>Points raised by the Conservation Area representative:</p> <ul style="list-style-type: none"> • Even though the application was for a replacement mast there were better locations for this mast just yards away from the current site. • The current location lead to the narrowing of the pathway at a very busy junction • There had not been a high level of dialogue between the Applicant and Officers. • Since the original mast was erected circumstances have changed which meant there were now more suitable locations for the mast. <p>Members agreed that since the original mast had been erected the circumstances had changed and more suitable locations could be found for the mast. The junction of Field End Road and Eastcote Road was a busy traffic hotspot where a narrow footpath could be dangerous.</p> <p>Resolved:</p> <p>The Committee unanimously agreed to defer this application based on the change in circumstances since the erection of the original mast.</p>	
89.	<p>LAND AT JUNCTION OF A40 AND SWAKELEYS ROAD, ICKENHAM 56342/APP/2010/2732 (<i>Agenda Item 8</i>)</p> <p>Replacement of existing 12.5 metre high monopole with a 15 metre high monopole mobile phone mast, one replacement and one additional radio equipment cabinet with ancillary works (Consultation under Schedule 2, Part 24 of the Town and Country Planning (General Permitted Development) Order 1995) (as amended.)</p> <p>It was moved, seconded and was unanimously agreed that the application be approved.</p> <p>Resolved –</p> <p>That the application be approved as set out in the officer's report and addendum.</p>	Action by
90.	<p>RUISLIP MANOR SPORTS & SOCIAL CLUB, GROSVENOR VALE, RUISLIP 1209/APP/2010/1839 (<i>Agenda Item 9</i>)</p> <p>Removal of existing 18m floodlighting tower and replacement with a 20m mobile telecommunications lattice tower supporting 6 radio antennas to give an overall top height of 21.3m, with other ancillary development thereto. Original floodlights to be re-located on the new tower at a height in the region of 18m.</p> <p>Members questioned how intense the new flood lights would be.</p>	Action by

	<p>Officers said the advancement of flood-lighting indicated that light scatter would be kept to a minimum and would be more efficient than the current lighting.</p> <p>It was moved, seconded and was unanimously agreed that the application be approved.</p> <p>Resolved –</p> <p>That the application be approved as set out in the officer’s report and addendum.</p>	
91.	<p>ICKENHAM CRICKET CLUB, OAK AVENUE, ICKENHAM 2556/APP/2010/2421 (<i>Agenda Item 10</i>)</p> <p>Single storey rear extension to existing pavilion with alterations to existing elevations.</p> <p>The Committee were pleased to see good use of the green belt land and wished to encourage use of green belt land for agriculture, sport and leisure activities.</p> <p>It was moved, seconded and was unanimously agreed that the application be approved.</p> <p>Resolved –</p> <p>That the application be approved as set out in the officer’s report and addendum.</p>	Action by
92.	<p>S106 QUARTERLY MONITORING REPORT - UP TO 30 SEPTEMBER 2010 (<i>Agenda Item 11</i>)</p> <p>The report was noted by the Committee.</p>	Action by
93.	<p>ENFORCEMENT REPORT (<i>Agenda Item 12</i>)</p> <p>The Enforcement Report was unanimously agreed by the Committee.</p>	Action by
	<p>The meeting, which commenced at 7.00 pm, closed at 8.00 pm.</p>	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Natasha Dogra on 01895 277488. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Report of the Head of Planning & Enforcement Services

Address FORMER REINDEER PUBLIC HOUSE MAXWELL ROAD NORTHWOOD

Development: Erection of a part two storey, part three storey, part four storey building comprising 1, one-bedroom flat, 4, two-bedroom flats and 6, three-bedroom flats, with associated car parking, secured cycle parking, bin store and alterations to vehicular access

LBH Ref Nos: 18958/APP/2010/2210

Drawing Nos: 112-09-PL-102
112-09-PL-107
112-09-PL-114
112-09-PL-116
TCP-01
TPP-01
Un-numbered Aerial Photograph
Sunlight/Daylight Shadow Plans
Planning Statement
Design and Access Statement September 2010
Environmental Noise Survey & PPG 24 Assessment Report 3253/PPG
Arboricultural Appraisal
Report on Ground Investigation (07/13910)
Transport Statement September 2010
112-09-PL-101
Energy Assessment (December 2010)
Lifetime Homes Statement September 2010
Schedule of Amenity Space Provision (15/12/2010)
Responses to Applicant's Public Consultation
112-09-PL-103 Rev. A
112-09-PL-104 Rev. A
112-09-PL-105 Rev. A
112-09-PL-106 Rev. A
112-09-PL-108 Rev. B
112-09-PL-109 Rev. A
112-09-PL-110 Rev. B
112-09-PL-111 Rev. A
112-09-PL-112 Rev. B
112-09-PL-113 Rev. A
112-09-PL-115 Rev. A
112-09-PL-117 Rev. A
112-09-PL-118 Rev. B
112-09-PL-119 Rev. A
112-09-PL-120 Rev. A
Un-numbered Proposed Landscape Plan by P.S Gardens
112-09-PL-204
112-09-PL-205

Date Plans Received: 17/09/2010 **Date(s) of Amendment(s):** 17/09/0010

Date Application Valid: 17/09/2010 14/12/0010
21/12/0010

1. SUMMARY

Planning permission is sought for the erection of a part two, part 3, part 4 storey 'U' shaped block of 11 flats comprising 1 x 1 bedroom, 4 x 2 bedroom and 6 x 3 bedroom apartments. The proposal includes parking for 19 cars at basement and surface level, 11 secure cycle spaces and bin stores at basement (lower ground) level.

Two letters of objection have been received, objecting to the proposal on the grounds of lack of parking and increased traffic congestion. In addition, two petitions bearing 21 and 23 signatures have been received objecting on the grounds that the bulk, height and lack of child safe garden area makes the scheme an unsuitable development. One letter of support has also been received.

In response to concerns from the Urban Design and Conservation Officer, amended plans have been submitted modifying the design detailing of the gable feature on the front elevation, while the pitch of the roofs has been reduced to 46 degrees. Further consultations were carried out on the revised plans and one additional letter has been received, objecting on the grounds of increased traffic congestion and inadequate parking.

The principle of a residential development and the mix of units are considered acceptable in this edge of town centre location. The layout, siting and scale of the development is compatible with surrounding built form and would respect the established character of the area. The proposal would not detract from the amenities of adjoining residents and provides satisfactory accommodation for future occupiers. Parking provision accords with the Council's standards and the Council's Highway Engineer raises no objection to the proposed means of access.

The current scheme addresses the reasons for refusal of a previous scheme and a Unilateral Obligation has been signed, securing contributions towards the funding of additional school places, health care, construction training, libraries, public open space and management and monitoring. This application is therefore recommended for approval.

2. RECOMMENDATION

1. That in advance of, or at the time of implementation of the development, the Council enter into a legal agreement with the applicants under Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to deliver the off site highway works.

2. That delegated powers be given to the Head of Planning, Trading Standards and Environmental Protection to grant planning permission, subject to the following conditions:

1 T8 Time Limit - full planning application 3 years

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 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in

writing by the Local Planning Authority. Such details shall include:

- (i) fenestration and doors
- (ii) balconies
- (iii) boundary walls and railings
- (iv) external lighting
- (v) comprehensive colour scheme for all built details

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M3 Boundary treatment - details

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved, as listed in the attached schedule, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

6 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further, one of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and

elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

7 A21 Parking for Wheelchair Disabled People

Two parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked with the Universal Wheelchair Symbol both vertically and horizontally. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances, in accordance with Policy AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

9 H13 Installation of gates onto a highway

No gates shall be installed which open outwards over the highway/footway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM7 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

10 NONSC Non Standard Condition

The access for the proposed development shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and the visibility splays shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interest of highway safety in accordance with Policy AM7 of the Hillingdon Unitary

Development Plan (Saved Policies 2007).

11 NONSC Non Standard Condition

Development shall not begin until details of the shuttle signals with a vehicle detection system at the entrance and exit of the access ramp have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed. Thereafter, these facilities shall be permanently retained.

REASON

In the interests of highway safety and in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 H12 Closure of Existing Access

The existing vehicular access at the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM7 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

13 H15 Cycle Storage - In accordance with approved plans

The development hereby permitted, shall not be occupied until the cycle storage facilities for 11 bicycles have been provided in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

14 NONSC Non Standard Condition

Development shall not begin until details of the new vehicular access off Maxwell Road, including details of the pedestrian crossing point (tactile paving) and the relocation of the on street parking bays in Maxwell Road, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed.

REASON

In the interests of highway safety and in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 N1 Noise-sensitive Buildings - use of specified measures

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable internal noise design criteria. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise, in accordance with Policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

16 OM11 Floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources, light spillage and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and in the interests of highway safety, in accordance with Policies BE13 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

17 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

18 OM19 Construction Management Plan

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

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

through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

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

REASON

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

19 OM2 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 relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

20 OM5 Provision of Bin Stores

The secure and screened storage facilities for refuse and recyclables as shown on the approved plans shall be provided prior to the occupation of any units within the site and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

21 SUS1 Energy Efficiency Major Applications (full)

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayor's Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of a 18.16% reduction in the site's carbon dioxide emissions needs through on site renewable energy generation. The energy strategy should clearly define the baseline energy usage which takes account of regulated energy (in accordance with Building Regulations) and unregulated energy (energy use not covered by Building Regulations). The renewable energy figure should be based on the whole energy use. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

22 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable

urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

23 TL1 Existing Trees - Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Existing and proposed site levels.
- (ii) Routes of any existing or proposed underground works and overhead lines including their manner of construction.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

24 TL2 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plan 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 construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

25 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, the fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained as indicated in Arbtech Consulting Ltd's Tree Report and drawing No. TPP-01, shall be erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

26 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

27 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

29 NONSC Non Standard Condition

Any imported material i.e. soil shall be tested for contamination levels therein, to the satisfaction of the Local Planning Authority.

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 off site receptors, in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

30 NONSC Non Standard Condition

No part of the development shall be occupied until details of the method of control for the designation and allocation of parking spaces has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be retained for the sole use of the individual flats in accordance with the approved details.

REASON

In order to ensure that sufficient parking is provided, in accordance with Policies AM14 and AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

31 NONSC Non Standard Condition

No development shall take place until details of all balconies, including obscure

screening have been submitted to and approved by the Local Planning Authority. The approved screening, where necessary, shall be installed before the development is occupied and shall be permanently retained for so long as the development remains in existence.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the privacy of residents in accordance with Policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

32 NONSC Non Standard Condition

Prior to development commencing, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall detail how the refuse and recycling bins shall be moved to a predefined collection point and how the service road is to be kept clear of parked vehicles on collection day. The approved measures shall be implemented and maintained for so long as the development remains in existence.

REASON

To safeguard the amenity of surrounding areas and in the interests of highway and pedestrian safety, in accordance with Policies OE1 and AM7 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

33 NONSC Non Standard Condition

Before development commences, plans and details of one electric vehicle charging point, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

34 D2 Obscured Glazing

The Oriel windows and non habitable windows in the north east and south west elevations shall be glazed with obscure glass and non-opening except at top vent level, as detailed on approved drawing nos. 112-09-PL-109 Rev. A, 112-09-PL111 Rev. A and 112-09-PL114, for so long as the development remains in existence.

REASON

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

INFORMATIVES

1

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. With regard to water supply, this comes within the area covered by the Three Valleys Water Company.

2

Specific security needs identified for the application site include CCTV coverage of certain key areas within the development, namely the underground car park and the main

vehicular entrance to the development. This could be a simple fixed camera system for deterrence and retrospective investigation only and not monitored system. You are advised to submit details to expedite the specified security needs. In addition to the above, for this site to achieve 'Secured by Design' accreditation, you are advised to consult with the local Police Crime Prevention Design Adviser (CPDA). The CPDA's contact number is 0208 246 1769.

3

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

4

Your attention is drawn to conditions 2, 4, 8, 10, 11, 14, 16, 17, 18, 20, 21, 22, 24, 26, 28, 30, 31 and 34, which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. For further information and advice contact: Planning and Community and Environmental Services Group, Civic Centre, Uxbridge (Tel: 01895 250230).

5

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Acts.

6

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Council's central CCTV system.

7 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

8 I11 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

9 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all

drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

10 I14C **Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice.
AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

11 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

12 I16 Directional Signage

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

13 I19 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

14 I2 Encroachment

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

15 I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

16 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;

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

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

17 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

18 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).

19 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

H4	Mix of housing units
H5	Dwellings suitable for large families
HDAS	Residential Layouts
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG13	Transport
PPS1	Delivering Sustainable Development
PPS1-A	Planning and Climate Change - Supplement to Planning Policy Statement 1
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPG24	Planning and Noise
BE4	New development within or on the fringes of conservation areas

20 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

21 19 Community Safety - Designing Out Crime

Before the submission of reserved matters/details required by condition x you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

22

It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The hard standing shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

23

With regard to the external materials (condition 2), you are advised that it will be important to ensure that the materials match those older buildings in the locality. The drawings are annotated as being dark red/brown tiles and these are considered appropriate. The drawings also show stock brick, which should be a deep red, rather than the yellow/buff shown in the perspectives.

3. CONSIDERATIONS

3.1 Site and Locality

The site formally comprised the Reindeer Public House plus ancillary accommodation, an ancillary six bedroom residential apartment and 20 off-street parking spaces. In addition, land to the front of the former public house building was utilised for a further three car parking spaces. The building has already been demolished and the site is currently cleared and boarded.

The site has an area of approximately 0.1493 hectares and is located in Green Lane Northwood Minor Town Centre. The site is positioned between the Primary Shopping Area and a residential area to the west outside the town centre boundary. To the north west is a small non-designated commercial business area. The site is within an aviation height restriction area. The site falls within the Northwood Town Centre, Green Lane Conservation Area, which was designated on 2 December 2009.

To the north east is Clive Parade, a 1960's shopping parade with residential units above. Off street parking is provided in front of these units. To the rear of the site is a flatted development (Anthus Mews) which comprises mainly 3 storey blocks with garaging. To the south-west lies a residential area along Maxwell Road, comprising large, red brick, gabled, two storey detached houses. Opposite is the handsome terrace of red brick Edwardian buildings with oriels at first floor, half timbered gabled attics and shops at ground floor, whilst the police station, c. 1910 and a listed building, stands diagonally opposite.

3.2 Proposed Scheme

Planning permission is sought for the erection of a part two, part 3, part 4 storey 'U' shaped block of 11 flats comprising 1 x 1 bedroom, 4 x 2 bedroom and 6 x 3 bedroom apartments. The proposal includes parking for 17 cars, 11 secure cycle spaces and two bin stores at basement (lower ground) level. Two additional parking bays are located at the front of the block, with the remainder of the site frontage soft landscaped.

A landscaped communal courtyard is located to the rear (260 sq.m) with private amenity space (45sq.m) for flat 1 (lower ground) and balconies provided for flats 1, 5, 6 and 10.

The main pedestrian access to the site will be from Maxwell Road. Vehicular access will be via the existing service road, into the car park at lower ground floor level. A secondary pedestrian access is also proposed off the service road.

The application is supported by a number of reports that assess the impact of the proposal. A summary and some key conclusions from these reports are provided below:

- Planning Statement

The statement describes the development and provides a policy context and planning assessment for the proposal. The statement concludes that the proposal represents an efficient use of this previously developed site, provides a new active frontage to this part of the town centre and contributes towards housing needs requirements

- Design and Access Statement

This report outlines the context for the development and provides a justification for the design, number of units, layout, scale, landscaping, appearance and access for the proposed development.

- A Tree Assessment Report

The report has identified 13 trees, which are on or close to the site. The statement has been prepared to ensure good practice in the protection of trees during the construction

and post construction phases of the development.

· Energy Assessment

The sustainability credentials of the scheme are assessed in respect of renewable energy resources and achieving savings in terms of CO2. The assessment concludes that the use of PV is the preferred option for renewable energy technology.

· Report on Ground Investigation

The report concludes that the level of contaminants encountered are not considered sufficient to pose any significant threats to end users of the site for residential purposes.

· Noise Report

the report contains the results of a noise survey, compares the noise levels with PPG24 Criteria and details the results of the preliminary external building fabric assessment. The report concludes that suitable internal noise levels can be achieved with appropriate sound insulation.

3.3 Relevant Planning History

18958/APP/2008/1996 The Reindeer Ph Maxwell Road Northwood

Erection of two blocks comprising 14 flats and 468m² of commercial space with associated parking.

Decision: 29-10-2008 Refused

Appeal: 08-05-2009 Dismissed

18958/APP/2009/2210 Former Reindeer Public House Maxwell Road Northwood

Erection of a part two, part three, part four storey building comprising of 1 one-bedroom flat, 4 two-bedroom flats and 7 three-bedroom flats, with associated surface and basement car parking, secured cycle parking, bin store and alterations to vehicular access.

Decision: 08-06-2010 Refused

Comment on Relevant Planning History

Planning permission was refused under delegated powers on 21/10/2009 for the erection of two blocks comprising 14 flats and 468sq.m of commercial space (ref:18958/APP/2008/1996) on the following grounds:

1. Overdevelopment/Impact on visual amenity.
2. Impact of noise from adjoining commercial uses.
3. Inadequate living accommodation.
4. Inadequate access for people with disabilities.
5. Inadequate vehicular access.
6. Impact on adjoining residents.
7. Renewable Energy.
8. Planning obligations.

A subsequent appeal(ref.APP/R5510/A/08/2089396) was dismissed on grounds 1, 3, 4, and 6.

Planning permission was refused on 12/6/2010 for the erection of a part two, part three, part four storey building comprising of 1 one-bedroom flat, 4 two-bedroom flats and 7 three-bedroom flats, with associated surface and basement car parking, secured cycle parking, bin store and alterations to vehicular access. (ref:18958/APP/2009/2210) for the

following reasons:

1. The proposal, by reason of its overall scale, siting, and design would constitute an inappropriate development of the site, resulting in an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the Northwood Town Centre Green Lane Conservation Area and the area generally. The proposal is therefore contrary to Policies BE4, BE13 and BE19 of the Unitary Development Plan Saved Policies (September 2007) and the Council's HDAS (Supplementary Planning Document) 'Residential Layouts'.

2. The proposal fails to provide amenity space of sufficient size and quality so as to be commensurate with the size and layout of the development. As such the proposal would provide a substandard form of accommodation for future residents, contrary to Policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), and the Council's HDAS (Supplementary Planning Document) 'Residential Layouts'.

The application was the subject of an appeal. A local inquiry was held on 30/11/2010. The decision of the Planning Inspectorate was not known at the time of writing this report.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
HDAS	Residential Layouts
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG13	Transport
PPS1	Delivering Sustainable Development
PPS1-A	Planning and Climate Change - Supplement to Planning Policy Statement 1
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPG24	Planning and Noise
BE4	New development within or on the fringes of conservation areas

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd November 2010**

5.2 Site Notice Expiry Date:- **21st October 2010**

6. Consultations

External Consultees

This application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. The application has also been advertised as a development likely to affect the character and appearance of the Northwood Town Centre and Green Lane Conservation Area. A total of 191 surrounding property owners/occupiers have been consulted. One letter of objection has been received. The issues raised are:

1. Lack of on site parking provision
2. Extra pressure on local parking facilities
3. Traffic congestion during construction

One letter of support has been received making the following comments:

1. We fully support this planning application.

2. We feel that it would benefit the community to have the site developed as soon as possible.
3. The site is an eyesore and attracts anti-social behaviour.
4. Local businesses leave their bins in front of the site.
5. The plans are in keeping with the varied styles of the area.

Two petitions organised by residents of Murray Road and Northwood Residents' Association, bearing 21 and 23 signatures respectively have been received, objecting to the proposals on the grounds that the bulk, height and lack of child safe garden area make this an unsuitable development. The desired outcome is a two storey dwelling with an adequate secure garden area.

One additional letter of objection has been received in response to the reconsultation on the revised plans, raising concerns over the lack of parking and increased traffic congestion.

METROPOLITAN POLICE: There should be access control to the basement car park with CCTV. The development should achieve Secure by Design accreditation.

Internal Consultees

POLICY AND ENVIRONMENTAL PLANNING

1. Site: The proposed development is an area of approximately 0.1493 hectares. The cleared site is located in Green Lane Northwood Minor Town Centre as defined in the Unitary Development Plan Saved Policies 2007 and is positioned between the Primary Shopping Area and a residential area to the west outside the town centre boundary. To the north west is a small non-designated commercial business area. The site has a history of land contamination and is within an aviation height restriction area.

2. London Plan Issues

Residential: The London Plan states the need for housing density to relate to location and setting in terms of existing building form and massing, and the index of public transport accessibility when considering new developments. The Public Transport Accessibility Level for the site is 2. London Plan Policy 3A.3 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 4B.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in Table 3A.2 (Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality. London Plan Policy 3A.5 (Housing Choice) encourages Boroughs to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups, all new housing is built to Lifetime Homes standards and 10% of new housing to be wheelchair accessible. Local guidance is provided in Hillingdon Design and Accessibility Statement (HDAS) the Council's Supplementary Planning Document, which contains more details of lifetime homes on pages 8 and 9.

Guidance on the application of the housing policies is provided in the Mayor's Supplementary Planning Guidance on Housing (November 2005). The SPG also provides guidance on overall housing mix. This is based on the GLA's Housing Requirements Study, which has estimated that the London wide net housing requirement over the next 15 years to meet both current unmet demand and projected household growth, incorporating assumptions about the extent of voluntary sharing by single person households, is divided between household sizes as follows:

Overall housing mix 1 bedroom household 32%
2/3 bedroom household 38%
4 bedroom or larger household 30%

Specific proportions of affordable housing within the above overall figures, are based on the

Council's Housing Register. Information from the Housing Supply Team has been that Housing Services are working to the West London sub-region agreed unit mix for providing affordable housing either in the case of S106 provision or in the case of a 100% affordable development by a Registered Social Landlord.

The mix required is:

1 bed - 15%, 2 beds - 35%, 3 beds - 25%, 4 beds - 15%, 5 beds - 10%

This will enable the borough to provide the affordable housing to meet the need as established by the Housing Needs Survey 2005.

Town Centres: The London Plan sets out the Mayor's strategic objectives for the viability and vitality of Town Centres and the creation of a Town Centre Network through Policies 2A.8 Town centres and 3D.1 Supporting town centres of the Plan. Annex 1 of the Plan, London's strategic town centre network expands further on the Mayor's hierarchy of town centres with a general description and importance of each type of centre. Northwood is defined as a District Centre.

Transport Links and Car Parking: The London Plan refers to the need for all developments that will be major generators of traffic to submit a Transport Assessment and Green Travel Plan (Policy 3C.2).

3. Main UDP Policy Issues

Given that the site is now vacant and there are no saved policies to protect public houses as community facilities, the principal of the development is not contested. In policy terms the key issue for consideration relates to the density of development; whether this is appropriate for the site and is in accordance with the indicative thresholds contained in Table 3A.2 of the London Plan. Also relevant is the appeal decision for a mixed use scheme of 14 flats and ground floor commercial uses on the same site (APP/R5510/a/08/2089396).

Residential Density: In terms of density Table 3A.2 of the London Plan is relevant. 11 units with 49 habitable rooms would equate to 73u/ha and 328hr/ha at an indicative average dwelling size of 4.45hr/u (49/11). The London Plan, for sites with an urban character close in town centres where the Public Transport Accessibility Level (PTAL) score is 2-3 has an indicative density range of 200-450 hr/ha and 45-120 u/ha. The proposed density would be considered appropriate provided site specific issues including those points raised by the Inspector on the previous scheme (impact on the character and appearance of the area, access for people with disabilities, living conditions of neighbouring properties particularly outlook and amenities of future occupiers) are addressed.

Housing Mix: Policy H4 requires where possible, a mix of housing units, particularly units of one or two bedrooms, to reflect the changing housing demands of the Borough. The scheme provides 1 x 1 bed, 4 x 2 bed and 3 x 6 bed. The supporting text to this policy states that the Council will have regard to the units most urgently required in different parts of the borough. Particular consideration will be given to family homes and ethnic minorities in assessing the need for larger dwellings, either in new development or through extensions to existing dwellings.

Affordable Housing: 50% affordable housing is sought for schemes of 10 or more units. Lower provision would need to be supported by a robust economic viability assessment. No affordable housing is proposed. The accompanying economic viability assessment justification for no affordable housing provision would need to be supported by the implementation team.

SUSTAINABILITY OFFICER

The information provided suggests that the development will meet the efficiency targets of the London Plan (4A.7) through the submission of an energy statement (required by policy 4A.4).

However, there are queries regarding the pitch of the PVs, which are to be installed at a completely horizontal level. It would be pointless if they were installed as a token attempt at fulfilling planning policy requirements, or more likely, a developer not installing them once permission has been granted.

The following information is therefore requested:

Confirmation of the roof plan showing the solar panels. These would be needed to allow us to see what we are giving permission for. (This has been submitted);

Confirmation of the drop in performance from an optimum pitch of 25 -35 degree to the 0 degree that is being suggested;

Confirmation that a manufacturer will install to this level, and that it would not compromise performance;

Greater understanding of why air source/ground source/gas absorption heat pumps have not been considered and whether these have been discussed with the Conservation Officer;

Confirmation of what Building Regulations have been used to assess the baseline, 2006 or 2010. We are now working to 2010 Building Regulations so would like to understand the performance of the property against the more recent 2010 regulations.

The revised figure of 18.16% Co2 reduction resulting from the reduced PV array area, as a consequence of the reprofiling of the roof is acceptable.

(Comment: A condition has been attached requiring further details of how the renewable energy can be implemented as part of the development).

S106 OFFICER

Proposal:

Erection of a part 2, part 3, part 4 storey building comprising of 1 x 1 bed flat, 4 x 2 bed flats and 6 x 3 bed flats with associated car parking, secured cycle parking, bin store and alterations to vehicular access.

1 x 1 bed flat @ 2hbrms and 1.51 pop

4 x 2 bed flats @3hbrms and 1.5 pop

6 x 3 bed flats @ 4hbrms and 1.93 pop

total population: 19.09

Proposed Heads of Terms:

1. Transport and transport related issues: In line with the SPD on Transport it is likely that a contribution towards public transport may be sought and there may be the need for a s278 agreement to be entered into to cover any and all highways works need as a result of this application.

2. Affordable Housing: the applicant has provided a Financial Viability Appraisal and they have stated that the scheme cannot afford to deliver any affordable housing.

3. Education: In line with the SPD on Education a contribution is likely to be sought.

4. Health: In line with the SPD for Health a contribution is likely to be sought if a bid is received by the local PCT. In line with the formula contained within the SPD it is likely that a contribution in the sum of $£216.67 \times 19.09 = £4,136.23$ will be sought.

5. Community Facilities: In line with the SPD if a need is demonstrated then a contribution in the sum of £10,000 towards community facilities within the locality will be sought.

6. Libraries Contribution: In line with the SPD a libraries contribution will be sought in the sum of £439.07 equal to £23 per person arising from this development.

7. Open space: a contribution in the sum of £28,000 had previously been sought towards local open space and recreation improvements. However, this is a reduced scheme and on site amenity space provision now complies with Council standards. A revised contribution would therefore be considered.

8. Construction Training: In line with the SPD it is likely that a financial contribution towards training schemes will be sought as a result of this application given its nature and scale. The SPD requires a contribution equal to £2,500 for every £1 million build cost could be sought for employment training initiatives.

9. Project Management and Monitoring: In line with the SPD, a contribution towards project management and monitoring is sought equal to 5% of the total cash contributions secured from this proposal.

ENVIRONMENTAL PROTECTION UNIT (EPU)

NOISE: I have considered the noise report prepared by RBA Acoustics (ref. 3253/PPG). I have also considered the Appeal Decision dated 8th May 2009 (Appeal ref: APP/R5510/A/08/2089396) relating to the previous 2008 planning application at the site referenced 18958/APP/2008/1996.

Noise from the industrial estate was considered in the appeal decision. It was noted that there are no planning restrictions in terms of the hours of operation of these premises and that on occasion there may be commercial waste collections early in the morning. The decision points out that nuisance from such noise sources can be controlled through statutory regulation and that the sound insulation glazing to be incorporated in the building will mitigate any noise impacts. The appeal decision accordingly dismisses concerns about noise from the industrial estate. Similar arguments would apply to the mechanical plant at the rear of the terraced buildings situated on Green Lane. I therefore suggest that no objection should be raised regarding the current application in relation to noise from the industrial estate and mechanical plant.

The 2008 application at the site related to a mixed-use development with commercial premises at ground floor fronting Maxwell Road, and residential flats at upper floors. The currently proposed development deletes the commercial premises and comprises a reduced number of residential flats compared with both the 2008 and 2009 applications. Also, residential flats at the rear of the building are situated at an increased distance from the small industrial estate at the rear of the application site compared with the 2008 application.

The RBA report states that road traffic noise is the main noise source affecting the site. It also notes that there is potentially noise from the small industrial estate at the rear of the site, and noise from mechanical plant at the rear of the terraced buildings on Green Lane. The RBA report contains results of a noise survey carried out to establish prevailing ambient noise levels. The measured noise levels in the RBA report show that the front and rear of the site are in Noise Exposure Category B of PPG24: Planning and Noise. The corresponding advice in PPG24 is that noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise. I therefore recommend the condition below which should provide internal noise levels in accordance with the Council's Supplementary Planning Document on noise.

Condition

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable internal noise design criteria. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

AIR QUALITY: The application site is located outside of the air quality management area (AQMA), therefore no air quality assessment was required. However, it is recommended that any construction site management plan condition also considers the requirements to control and minimise emissions of pollutants from and attributable to the demolition and/or construction phases of the development, as there are residential properties immediately adjacent to the site. It is understood the demolition works at the site have already been undertaken. In order to control environmental nuisance from construction work, the standard Nuisance from Demolition and Construction work informative is recommended.

Subject to the above conditions, no objections are raised to the development on noise or air quality grounds.

CONTAMINATED LAND: The following information was submitted with the application with regard to land contamination:

- Report on Ground Investigation for the Reindeer Public House, Maxwell Road, Northwood, HA6 2YF (Ref: 07/13910) by Site Analytical Services Ltd for Excelsior Construction Ltd (February 2008)

A desk top study with some minimum contamination testing as part of the ground investigation information has been submitted. The site history suggests contamination is unlikely with the small possibility of it occurring in made ground which based on two boreholes was only 0.6 to 0.8 metres deep, and consisted of clayey, silty sandy soils with bits of concrete and brick fragments.

Two soil samples (described as clay) were tested for contaminants from each borehole from a depth of 0.25 metres to 0.75 metres. Some of the soil guidance values used were out of date, but what was found at the site would suggest contamination is unlikely, although possible random hotspots of contamination in the made ground cannot be ruled out entirely.

Given the limited nature of the site investigation information, as a minimum it is recommended that a condition be attached to ensure the landscaping soils, whether site derived or imported, are tested to ensure they are suitable for use. If in the unlikely event further contamination is identified at the site, during the course of the development, they can be dealt with under the Building Control Regulations.

Also under the Building Control Regulations, it is recommended that the developer reviews the possibility of the Radon risk again as it is possible out of date information was used. Some parts of Hillingdon are now recorded as having 1-3 % of homes above the action level of (200 Bqm-3). No radon protection advice is provided for this level, however due consideration is recommended as the development also includes a lower ground level.

EDUCATION AND CHILDRENS' SERVICE

Using the new SPD formulae, with this being in Northwood and north of A40, the calculation requests £48,355 as follows:

Primary £20,592
Secondary £17,348
Post 16 £10,415

CONSERVATION OFFICER

PROPOSAL: The erection of a part 3, part 4 storey 'u' shaped block comprising 11 flats. The proposal includes 19 car parking spaces (including 2 disabled spaces), and 11 cycle spaces in a secure store on the lower ground floor.

COMMENTS: The site falls within the Northwood Town Centre, Green Lanes Conservation Area and has been the subject of two previous applications, both of which have been refused.

CONSIDERATION: This proposal is an improvement on the previous applications.

TREE AND LANDSCAPE OFFICER

BACKGROUND: The site is the vacant plot of the former Reindeer pub, situated on the edge of Northwood town centre. There are no trees remaining on the cleared site, but three off-site trees are close to the southern boundary, including the large Oak in the front garden of 8 Maxwell Road. This tree is a prominent landscape feature in the area and is protected by TPO No. 305 (ref.T25 on the TPO schedule/ref. 1670:A2 on the Tree Protection Plan, TPP-01). Another prominent off-site tree is the highway tree, a Common Lime (ref. 1670:A2 on drawing No. TPP-01).

The submission includes part of a Tree Survey by Arbortech. The survey is not dated, but there is a reference to plan ref. 112, dated 17/09/09 which has not been submitted with this application. No tree survey plan or schedule have been submitted, according to the information on file.

The survey text refers (6.3) to a small number of trees within the site curtilage, which appear to have been removed already. In the summary (section 10) the survey confirms that 3No. low-quality (category C, ref. 1666, 1668 and T1)) trees are to be removed and that all A and B category trees (including tree ref. 1670, 1671 and 1672) will be retained. There is no reference to the offsite tree 1667 a B category tree. A Tree Constraints plan (TCP-01) and Tree Protection Plan (TPP-01) has been submitted.

PROPOSAL: The proposal is an amended application to build 11No. flats, with associated parking, secure cycle parking, bin store and vehicle access. According to the block plan ref. 112-09-PL-116 the current building footprint is marginally larger, extending to the south-east. The Design & Access Statement (section 6.0) provides minimal information about the landscape. Comments relate only to the retention of one tree in the south-west corner of the site and the provision of easy access. However, the only tree, apparently on-site, is ref.1666 which the tree survey recommends for removal. Contrary to CABE guidance, the Design & Access Statement makes no reference to the site context, no site analysis and no landscape objectives which should be integral to the scheme design.

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate:

- In this instance the development extends to each of the boundaries, where it will be close to A and B category trees which are to be retained and protected during the life of the development.
- The submitted tree information is incomplete and inconsistent with the Design & Access Statement. Clarification is required.
- A Method Statement should be conditioned to ensure that the development is designed, detailed

and managed in accordance the tree consultant's recommendations.

· The amenity space associated with this development is minimal and is dependent on balconies and podium level/green roof space. A high quality landscape scheme, by condition, if this scheme is to be considered acceptable.

RECOMMENDATIONS: No objection subject to conditions, TL1, TL2, TL3, TL5, TL6, TL7 and TL21

ACCESS OFFICER

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. In addition, 10% of new housing should be built to wheelchair home standards and should accord with relevant policies, legislation and adopted guidance.

The following access observations are provided:

1. A minimum of one flat should be designed in accordance with wheelchair home standards and guidance detailed in the above mentioned Supplementary Planning Document. It is suggested that the proposed flat no. 3 is designated the wheelchair standard home, given its proximity to the proposed accessible parking spaces.

2. Good practice recommends that communal car parks, as part of a Lifetime Home development, should provide at least one accessible parking space. Furthermore, the parking layout and landscape design should be conducive to Lifetime Home principles and allow for further accessible parking bays to be created according to demand.

3. To support the Secured by Design agenda, accessible car parking bays should not be marked. Car parking spaces should be allocated to a specific unit, allowing a disabled occupant to choose whether the bay is marked.

REASON: Bays that are not allocated would not guarantee an accessible bay to a disabled resident. Similarly, a disabled person may not necessarily occupy an accessible home allocated a disabled parking space. Marking bays as disabled parking could lead to targeted hate crime against a disabled person.

4. At least one bathroom/ensuite facility in each flat should be designed in accordance with Lifetime Home standards. To this end, 700mm should be provided to one side of the WC, with 1100mm provided between the front edge of the toilet pan and a door or wall opposite.

5. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gulley drainage.

6. Consideration must be given to ensure that adequate means of escape for disabled people, or those who cannot use stairs, to escape from the building during an emergency. Details in this regard should be submitted.

Conclusion: Whilst the plans go some way towards meeting the Lifetime Home Standards, further amendment should be requested as a pre-requisite to any planning approval.

WASTE MANAGER

With respect to the flats, the plans indicate a bin provision area. The required ratio is of 1100 litre bins on a ratio of 1:10 + 1 per waste stream as a minimum. For this development, the minimum requirement would be 3 x 1100 litre refuse bins and 3 recycling bins. Concerns are however raised

that the bin store will not be readily accessible at lower ground level and would not meet the necessary pulling distance and vehicle access requirements. It is recommended that the bin store area be relocated to the front of the building on Maxwell Road. Historically access to this site has always been limited, due to the location and proximity to shops.

Alternatively, there is no objection to Management arranging for the bins to be wheeled up from the basement to the bin collection area, provided that parking restrictions are in place, so that no vehicles park along the service road.

In addition to ensuring adequate design of the bin chambers, there is a requirement for a Site Waste Management Plan.

HIGHWAY ENGINEER

It is proposed to relocate the existing access approximately 14m (centre to centre) to the north east. The access layout (including the access road) would be adequate for two vehicles to pass each other and for the Council's refuse vehicles. Pedestrian crossing point with buff coloured tactile paving should be provided at the proposed vehicular access.

The proposed access arrangements would affect the on-street parking. The applicant should provide plans clearly showing the effect of the proposals on the on-street parking and the proposal to relocate the parking spaces.

All off-site highway works shall be carried out at the developer's expense. A grampian type condition should be applied to cover the details of the new vehicular access including the pedestrian crossing point (footway) and on-street parking to be submitted before commencement of the development and works completed before occupation of the development. An informative should be attached informing the applicant to enter into a S278 Agreement for the off-site highway works.

Gradient of the proposed access ramp leading to the car parking area is 1:15, which is considered acceptable. The width of the access ramp is not suitable for two vehicles to pass each other and visibility including inter-visibility and those entering and exiting the ramp would be poor. Shuttle signals with vehicle detection system should therefore be provided at the entrance and exit of the access ramp. This issue should be covered through a grampian type condition for the details to be submitted before commencement of the development and works completed before occupation of the development.

Lighting within the access road and car parking should be provided in accordance with the current British Standards. This issue should be covered through a condition for the lighting to be completed to the Local Planning Authority's satisfaction before the occupation of the development.

Car Parking: A total of 19 car parking spaces have been proposed, 17 spaces on the lower ground floor level and 2 spaces within the front forecourt area. The car parking provision is in accordance with the Council's maximum standards. The parking spaces would have adequate turning area. Details of the car parking allocation should be covered through a suitable planning condition.

Two car parking spaces within the forecourt area are proposed as disabled bays, which is in accordance with the Council requirement of 10% spaces to be suitable for disabled users. In addition to the 1.2m transfer space to the side of the disabled bays, there should also be a 1.2m wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist. All transfer spaces should be clearly marked. A disabled logo should also be marked within the disabled bays.

Details of the car parking including disabled spaces and allocation should be covered through a suitable planning condition.

Surface water: It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The hardstanding shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

(Note: This has been covered by an informative)

Walking & Cycling: The surrounding roads typically have footways. Main pedestrian access is proposed at the front of the development and a footway to the side of the access road could also be used by the pedestrians.

11 cycle storage spaces are proposed. The provision and maintenance of cycle parking should be covered through a suitable planning condition.

Traffic Impact: The proposed development is not considered to result in such level of traffic generation in comparison with the sites permitted use, which would be prejudicial to highway safety and free flow of traffic.

Trip generation was not a reason for refusal on the previous planning application and/or subsequent dismissal of the appeal.

The revised application is a reduction of two residential units and removal of approximately 468 sq.m of commercial space compared to the original application. The traffic impact is therefore considered to be less than the original and subsequent applications.

Public transport: The site is shown to be in an area with a PTAL accessibility rating of 2, (on a scale of 1-6, where 6 is the most accessible), as indicated on maps produced by TfL. The site is therefore shown to have a low level of accessibility to public transport. However, the site is close to Northwood Station and bus routes.

Refuse: The developer has agreed the refuse collection arrangement with the Council's refuse department. The arrangement would involve refuse bins being wheeled from the lower ground floor to the north western side of the building by the site management. The refuse and recycle vehicles would need to reverse into the site from the highway for collection.

This type of arrangement is not desirable from the highway safety and free flow of traffic point of view and could set a precedent leading to proliferation of similar refuse collection arrangements, resulting in the refuse/recycle vehicles reversing into other relatively small-medium size developments. Notwithstanding the above, given the developer has agreed this arrangement with the Council's refuse department, the proposals are not considered to merit refusal on this ground.

In addition, the trundling of refuse bins to the northern access point could result in Health and Safety issues due to the weight of the bins distance required to be covered, and ramp gradient. These issues would typically fall under Building Regulations.

Conclusion & Recommendation: No objection is raised on the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions.

Conditions to cover:

1. Sightlines for 43m.
2. Pedestrian visibility splays.

3. Access and off-site highway works
4. Shuttle signals
5. Lighting
6. Details of car parking, allocation, and disabled spaces
7. Surface water drainage
8. Cycle parking
9. Refuse Management

Informative to cover:

1. Off-site highway works costs and S278 Agreement.
2. Surface water drainage.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Green Lane Northwood Minor Town Centre as defined in the Unitary Development Plan Saved Policies 2007. It is positioned between the Primary Shopping Area and a residential area to the west, outside the town centre boundary. Whilst general policies are supportive of residential development in principle, this is subject to compliance with a number of detailed criteria, including the consideration of the loss of any existing use of the site.

The authorised use of the site is for a public house, although the site is now cleared. There are no Hillingdon UDP policies that prevent the loss of a public house. In addition, the proposal is consistent with Central Government advice contained in PPS3, which encourages the re-use of previously developed land more efficiently. There is therefore no objection in principle to residential development on the site, subject to the proposal satisfying other policies within the UDP.

7.02 Density of the proposed development

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. Sites with an urban character close to town centres, where the Public Transport Accessibility Level (PTAL) score is 2-3 have an indicative density range of 200-450 hr/ha. and should achieve a density within the range of 45-120 u/ha.

In terms of the current proposal, the 11 units with 49 habitable rooms would equate to 73 u/ha and 328 hr/ha at an average density of 4.45 hr/u. The development therefore does not exceed the London Plan density guidance and is therefore considered appropriate, subject to site specific issues, including impact on the character and appearance of the area, access for people with disabilities, living conditions of neighbouring properties and amenities of future occupiers, which are addressed in other sections of this report.

Policy H4 of the UDP also seeks to encourage additional housing in town centres. The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

In terms of the mix of units, the application proposes 1 x 1 bedroom, 4 x 2 bedroom and 6

x 3 bedroom apartments. It is considered that this represents an acceptable mix of units, providing smaller dwelling units in an accessible town centre location and contributing to the vitality of the centre in accordance with the Council's policies.

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

The site does not fall within an archaeological priority area.

The site falls within the Northwood Town Centre, Green Lane Conservation Area, which was recently designated on 2 December 2009. Policy BE4 states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The street scene within the town centre is generally of a very high standard, made more interesting by the topography of the area. Whilst there are some modern developments such as Clive Parade to the north of the application site, the area nevertheless has a very strong character and a high proportion of good quality commercial and public buildings.

The site is on higher ground, which drops down towards Rickmansworth Road to the north-west and the proposed development, at three and four storeys would thus be elevated from the rear. The building would also be higher than the two-storey residential properties down Maxwell Road. However, the block steps down to two storey on the south western side elevation, following the topography of the road and it is considered that this provides an effective transition between the commercial centre and the residential development that adjoins it. The overall massing of the block and its relationship with surrounding built development has been dealt with elsewhere in the report. The Conservation Officer although raising concerns over the overall bulk of the building, considers that in general, the design reflects the broad vernacular style and variation of features, materials and building line found in the area. Therefore, the visibility of the development would not necessarily be an issue. However, the roofs, at 50 degrees, would be uncharacteristically steep and this would draw attention to the bulk of the roofscape, and lead to a resultant increase in the unattractive areas of flat crown roofs.

In response, amended plans have been submitted modifying the design detailing of the gable feature on the front, while the pitch of the roofs has been reduced to 46 degrees.

With regard to the materials, the Conservation Officer considers that it is important to ensure that the materials match those older buildings in the locality (disregarding the insipid buff brick and artificial slate of Clive Parade). This can be covered by condition.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area, with a high quality built form. The scheme is therefore considered to comply with the aims of Saved Policy BE4 of the Unitary Development Plan.

7.04 Airport safeguarding

There are no airport safeguarding objections to this proposal.

7.05 Impact on the green belt

There are no Green Belt issues related to this application.

7.06 Environmental Impact

A Ground Investigation report has been submitted as part of this application. The report states that sources of contamination include possible migration of contamination from the local industrial land use and potential made ground imported onto the site. The report has

identified made ground to a depth of between 0.6m and 0.8m underlain by natural soils. Contamination levels were assessed as being below the criteria for residential development without soft landscaped gardens. The development will comprise mainly hard standing and building with the trees at the boundary of the site retained. At least part of the site will have a basement. Soft landscaping will be provided at the front and rear of the block, in the lower ground floor court yard and the rear amenity area. However it is likely that the soil for these areas would be imported.

The Environmental Protection Unit has reviewed the report and advises that although the residential development is considered a sensitive end use, a contaminated land condition will not be necessary, as long as proper consideration is given under the Building Regulations. However, it has advised that as a new development, it is important that the soils in any landscaped or garden areas are suitable for use. A condition controlling the quality of soil likely to be imported in relation to the soft landscaping is therefore recommended.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the UDP attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals. More specifically, in respect of town centres, Policy BE26 seeks to ensure that the design, layout and landscaping of new buildings reflects their role, overall scale and character as a focus of shopping and employment activity. The buildings should be designed so that they contribute to the security and safety of pedestrians and other footway users by overlooking pedestrian spaces and avoiding hidden recesses in accordance with Policy BE18.

The scheme has undergone a complete re-design following the refusal of the 14 unit scheme and dismissal of the subsequent appeal. Instead of the two separate blocks in that scheme, the current proposal is laid out as an elongated U-shape, with the main built element stretching along the north-eastern boundary. The main development is accommodated to the rear of the site, utilising the change in levels, creating a discrete access point to the underground car parking from the rear of the site. The development benefits from a well designed inner courtyard, which provides communal amenity space for future residents. Private amenity space is provided for in the form of private balconies.

Following the refusal of the 12 unit scheme, the proposal has been further modified to address the reasons for refusal. The main changes are:

The number of residential units has been reduced from 12 to 11, with the removal of the lower ground floor, 3 bedroom flat. This has enabled the internal landscaped courtyard to be increased to 240sq.m from 174sq.m. The turret feature facing Maxwell Road has been removed. In addition, the overall height of the block fronting Maxwell Road has been reduced. The ridge height is no higher than that of the adjoining Clive Parade. Three storeys is the predominant height, although four storeys are achieved at the rear. Given the fall in levels across the site, the rear element, although four storeys, is no higher than the three storey element fronting Maxwell Road.

The design detailing of the gables and proposed brick details have been altered to better reflect the character of the Conservation Area. The gable features on the front elevation

have been reduced in scale. The pitch of the roof has also been reduced from 50 degrees to 46 degrees, in response to concerns raised by the Urban Design and Conservation Officer. This has resulted in a further reduction in the ridge height of the roofs.

With regard to the streetscape, the front elevation facing Maxwell Road respects the established building line. The main building line is set back some 5.5 metres from the road, approximately in line with the adjoining Clive Parade to the north east. The set back increases to 6.5 metres at the south western end, in line with the front building line of the adjacent dwelling (8 Maxwell Road). The overall height and massing of this element of the scheme has been significantly reduced when compared to the refused 14 unit, 2 block scheme (ref:18958/APP/2008/1996) and the subsequent 12 unit scheme (ref:18958/APP/2009/2210), the latter being the subject of an ongoing appeal. In the current scheme, the front wing facing Maxwell Road steps down to two storey on the south western side elevation, following the topography of the road and providing an effective transition between the commercial centre (Clive Parade) and the residential development that it adjoins. It is proposed to retain and safeguard all of the off site trees, including the protected Oak and a street tree.

The architectural approach has been influenced by a traditional/classic style, respecting and complimenting the local distinctiveness of the area, including the Edwardian gable features of properties on the opposite side of Maxwell Road. The design includes a traditional tiled roofscape, strong gable features, small paned elongated fenestration, traditional doors and porches and fine stone detailing. The gradually evolving character created by these different built elements are considered to provide an interesting variation, at an acceptable scale.

It is considered that the revised scheme utilises the site, including level changes efficiently, whilst creating an interesting building which is sensitively designed, elegantly proportioned and well articulated, relating well in terms of scale, height and massing to the existing surrounding built context.

In conclusion, it is considered that the layout siting and scale of the development is compatible with surrounding built form and would respect the established character of the area, in compliance with Policies BE4, BE13 and BE19 of the Unitary Development Plan Saved Policies (September 2007).

7.08 Impact on neighbours

In relation to outlook, Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings.

In terms of height and massing, the building has a three storey core element which steps down to two storeys adjacent to No. 8 Maxwell Road, thereby protecting the setting and residential amenity of that property. Furthermore, this element would not project beyond the rear of 8 Maxwell Road, while the three storey element would be approximately 7 metres away from the side boundary with 8 Maxwell Road. It is not therefore considered that this element of the proposal would result in an over dominant form of development which would detract from the amenities of that property, when seen from the habitable room windows on the rear elevation and both the front and rear of 8 Maxwell Road.

In terms of the relationship with residential development to the west, the overall height of

the scheme has been significantly reduced and the siting of the rear element has been set back from the north west and south west boundaries. A distance of approximately 15.6 metres is maintained between the 3/4 storey rear element and the 3 storey residential block at 20-28 Anthus Mews. It is proposed to retain a large Ash tree in the western corner of the site which will mitigate against the impact of the building. The massing of the block relative to the adjoining Clive Parade is considered satisfactory, as the massing of the block steps down, following the fall in levels along the service road. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the UDP.

Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. In terms of privacy, the balconies have full height privacy screens and where appropriate, oriel windows are proposed facing Clive Parade and the rear garden of 8 Maxwell Road. Obscure glazing is proposed to non habitable rooms. These can be secured by conditions. To the rear, the units overlook car parking areas and the adjoining industrial units, while screen planting is proposed along the southern boundary with 8 Maxwell Road.

Subject to conditions, it is not considered that there would be a loss of privacy to adjoining occupiers, in accordance with Policy BE24 of the UDP Saved Policies (September 2007) and relevant design guidance.

In relation to sunlight, Policy BE20 of the UDP seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses. It is not considered that there would be a material loss of day or sunlight to neighbouring properties, as the proposed building would be orientated or sited a sufficient distance away from adjoining properties.

7.09 Living conditions for future occupiers

LIFETIME HOMES AND WHEELCHAIR COMPLIANCE

HDAS was adopted on the 20th December 2005 and requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standards for 1 bedroom flats is 50sq.m, 63sq.m for 2 bedroom flats and 77sq.m for 3 bedroom flats. Where balconies are provided, the floor space of the balconies can be deducted from these standards, up to a maximum of 5sq.m. Additional floorspace would be required for the wheelchair units.

The floor plans indicate that the development achieves HDAS recommended floor space standards for all of the units and that Lifetime Home Standards could be met for these flats in terms of size.

Although not identified, one of the units could be designed to full wheelchair accessible standards.

The Access Officer is satisfied with the level of facilities provided subject to minor revisions to the internal layout of the units to ensure full compliance with all 16 Lifetime Home standards (as relevant) and Wheelchair Home Standards for one of the units. Subject to a condition to ensure compliance, it is considered that proposed development is in accord with the aims of Policies 3A.4, 4B.5 of the London Plan, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. A minimum of 20m² per unit should be provided for one bedroom flats, 25m² for two bedroom flats and 30m² for 3 bedroom flats. In accordance with this standard, a total of 300m² of communal or private amenity space is required.

The design incorporates balconies to flats 1, 2, 3, 4, 5, 6, 9 and 11, totalling 61.5sq.m. A communal garden/courtyard amounting to 240sq.m is also provided at the rear of the block. The total amenity spaces provision amounts to 301.5sq.m, equating to an average of 27.4 sq m. The amenity space provided therefore complies with Council standards.

It is also recognised that the site is within a town centre, where there is flexibility concerning the level of amenity space provided and that the site is not in an area of local open space deficiency.

With regard to the provision of public open space and/or children's play areas, Policy R1 states that where development is proposed in or near an area deficient in recreational open space, the Local Planning Authority may require developers to provide publicly accessible recreational open space, including children's play space, appropriate to the scale and type of development to serve an area of identified deficiency. In addition, The Mayor's SPG on children's play space requires on-site young children's play area/s if the scheme generates over 10 children .

As stated above, the site is not in an area of local open space deficiency, whilst the child yield from the proposed development is less than 10. There is therefore no requirement for a dedicated young children's play area within the development. Nevertheless the applicant has agreed to make a contribution towards public open space enhancement, which has been secured by way of a legal agreement, to mitigate the impact of the development. Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the UDP.

Each of the units benefit from a reasonable level of privacy, outlook and light and overall, it is considered that good environmental conditions can be provided for future occupiers in compliance with Saved Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS: Residential Layouts and the provisions of the London Plan.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Traffic Generation

The applicant has submitted a Transport Assessment to consider the traffic impacts on the existing road capacity. The development is forecast to add 15 additional two way trips during the am peak hour and a similar number during the pm peak. This level of increase in peak hour traffic can be accommodated on Maxwell Road. The Highway Engineer notes that trip generation was not a reason for refusal on the previous planning application and/or subsequent dismissal of the appeal. In addition, the revised application has resulted in a reduction of two residential units and removal of approximately 468sq.m of commercial space compared to the refused scheme. The traffic impact is therefore considered to be less than the previous application. The highway Engineer therefore raises no objections on traffic generation grounds.

Parking

The application proposes a total of 19 parking spaces, including 2 spaces for people with a disability. These comprise 17 spaces in the basement and 2 spaces for people with a disability at the front of the building. The Council's standards allow for a maximum provision of 1.5 spaces per residential unit, a total of 18 spaces in this case. The site has a PTAL rating of 2 and the Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that all parking spaces would be of sufficient dimensions and usable. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15.

In addition, the submitted plans indicate that secure cycle storage can be provided within the basement for 11 cycles. Although the Council's minimum cycle parking standards stipulate a requirement of 19 spaces, it is considered the 11 secure cycle parking spaces (one space per flat) stipulated in condition 13 are sufficient to serve this town centre development. Subject to compliance with this condition, the scheme would be in accordance with the Council's standards and Saved Policy AM9 of the UDP.

Refuse Collection

In terms of refuse collection, refuse/recyclable storage is provided on the lower-ground floor, next to the car parking spaces. A collection point has been identified on the plans at the rear of the site and a management company will move the bins to the collection point ready for collection. The new access onto Maxwell Road will enable the refuse vehicles to access the service road to the rear of Clive Parade either in forward or reverse gear. This cannot be achieved at present due to the existing awkward access arrangements (dog leg). There would therefore be no need to push the bins all the way up the service road to the Maxwell Road frontage.

The Waste Manager is satisfied with this arrangement, provided the service road is kept clear of parked cars on the day of collection. The Highway Engineer has commented that this type of arrangement is not ideal from a highway safety and free flow of traffic point of view and could set a precedent leading to proliferation of similar refuse collection arrangements, resulting in the refuse/recycle vehicles reversing into other relatively small-medium size developments. However, given the developer has agreed this arrangement with the Council's refuse department and that the proposed arrangements are an improvement on the existing situation in relation to the properties in Clive Parade, the proposals are not considered to merit refusal on this ground.

The Highway Engineer also notes that the trundling of refuse bins to the northern access collection point by the management company could result in Health and Safety issues, due to the weight of the bins, the distance required to be covered, and the ramp gradient. However these are matters covered by separate legislation, including Building Regulations. (It is noted that Part H of the Building Regulations is silent on trundling distances for bins and merely specifies a gradient not exceeding 1:12. The access ramp has a shallower gradient of 1:15 and is therefore compliant). It is therefore recommended that a condition be imposed, requiring details of a refuse management plan, detailing how the site management company will address the issues raised above.

Vehicular access

With regard to vehicular access to the basement car park, this is via a ramp at the rear of the site, leading from the private access road running along the northeast boundary of the

site. This access road also serves the rear of commercial premises fronting Clive Parade and Green Lane. This arrangement is similar to that proposed in the refused scheme. It is noted that the Inspector, in considering the subsequent appeal, took the view that access to the car park would be from a private road. Therefore, although the gradients and overall design standards might be sub-standard for a public highway, this was not sufficient justification to dismiss the appeal scheme.

The Highway Engineer considers that the gradient of the proposed access ramp leading to the car parking area at 1:15, is acceptable. However, the width of the access ramp is not suitable for two vehicles to pass each other and visibility including inter-visibility and those entering and exiting the ramp would be poor. Shuttle signals with vehicle detection system should therefore be provided at the entrance and exit of the access ramp. The applicant has agreed to this solution and can be secured by way of a condition in the event of an approval.

The proposal involves the creation of a new vehicular access to the service road, off Maxwell Road which would require the relocation of parking bays on the public highway and the closure of an existing access. The applicant would be required to fully fund these highway works, which are to be secured by way of a condition in the event of an approval, such that detailed design of these works are submitted and approved prior to implementation.

In light of the above considerations, it is considered that both the vehicular and pedestrian access to the development is adequate and is unlikely that the development would give rise to conditions prejudicial to free flow of traffic and highway and pedestrian safety. The development is therefore in accordance with Policy AM7 of the Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

Issues relating to urban design have been dealt with elsewhere in the report.

7.12 Disabled access

HDAS was adopted on the 20th December 2005 and requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Policy 4B.5 of the London Plan expects all future development to meet the highest standard of accessibility and inclusion. This together with the Mayor's Supplementary Planning Guidance 'Accessible London: achieving an inclusive environment' underpins the principles of inclusive design and the aim to achieve an accessible and inclusive environment consistently across London.

The Access Officer considers that the proposal is by and large acceptable subject to minor revisions to address Lifetime Home standards (as relevant). In addition, one apartment should comply fully with Wheelchair Home Standards, in accordance with relevant policies, legislation and adopted guidance.

The following provisions are included within the scheme:

- 1) The proposals provide 2 parking bays capable of meeting the disabled parking space standard. These are located at entrance level.
- 2) The entrance level spaces are 12 metres from the front entrance of the apartments.
3. The approach to the main building entrance is level. The secondary entrance is via a maximum grade 1:20 ramp, 1200mm minimum width with intermediate landings.
- 4) The entrances are covered, illuminated and have a level threshold. Communal stairs have been designed to provide easy access and the lifts are DDA compliant and fully accessible. Entrances and hallways meet the necessary criteria.

5) In terms of wheelchair accessibility, there is space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.

6) All Apartments are single level. Therefore the bed spaces are at entrance level for each. In addition wheelchair accessible entrance level WCs will be provided, with drainage provision enabling a shower to be fitted in the future. Walls in the bathroom and WC will be made capable of taking adaptations such as handrails.

It is considered that the current scheme has addressed deficiencies in previous schemes and comments by the appeal Inspector regarding access issues (application ref:18958/APP/2008/1996). Any outstanding issues can be secured by condition. Overall, the proposal is considered to be in accordance with London Plan Policies 3A.5 and 4B.5 and the Hillingdon Design and Accessibility Statement (HDAS): Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The London Borough of Hillingdon Affordable Housing SPD (May 2006) seeks to secure a minimum of 50% affordable housing on new build schemes that contain 15 units or more. This should then be split in 70% social rented and 30% shared ownership/intermediate housing. The Council's Planning Obligations SPD (July 2008), together with the London Plan Consolidation (2008) supersedes these requirements and schemes with 10 units or more shall secure 50% affordable housing unless a Financial Viability Assessments indicates otherwise. A Financial Viability Assessment (FVA) has been provided, which confirms that no affordable housing can afford to be delivered as a result of this scheme.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The scheme involves the removal of three low quality, 'C' rated, trees from the west the site. All other trees including the off site Oak tree in the front garden of 8 Maxwell Road (protected by TPO No 305) and a Lime which is a street tree, situated within the roadside footway in front of the site, are to be protected. The almost total site coverage of built development of the site provides little opportunity for landscape enhancement apart from a small courtyard area between the blocks.

The Design & Access Statement refers to landscaping and confirms that the Arboricultural Report supports the development in that any potential conflicts between trees and the proposed building have been satisfied in the Arboricultural Implications Assessment. The landscape report also states that the layout of pedestrian pathways have been designed to provide easy access for all areas of the building and communal areas.

The proposal will include landscaped gardens at the front of the development and a south-facing landscaped courtyard within the 'U'-shaped building. New tree planting is indicated indicated along the southern boundary (north boundary of Anthus Mews).

A method statement has been conditioned to ensure that the site is managed and work implemented in accordance with the protective tree measures outlined in the submitted documentation.

The Tree and Landscape Officer comments that the landscape quality of the scheme will depend largely on the design objectives and detailing of the shared/communal amenity courtyard. It should be noted that most of this space is above the basement car park and significant planting is therefore likely to be constrained by, what is effectively, a roof garden. Nevertheless, some tree planting is proposed along the south western boundary

with Anthus Mews and the rear garden of 8 Maxwell Road, which will provide some screening of the development from surrounding properties.

It is considered that the landscape quality on the Maxwell Road frontage will be improved and be more residential in character, with the existing roadway/parking area converted into a front garden with 2 disabled access bays. This would provide a satisfactory setting for the building and an effective transition between the more commercial town centre to the north and the residential character of Maxwell Road to the south.

The Tree/Landscape Officer considers that the revised scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the UDP, subject to relevant tree/landscape conditions, modified to take into account tree protection information already provided with the application.

7.15 Sustainable waste management

Refuse is provided on the lower-ground floor next to the car parking spaces. The Waste Manager initially raised concerns over the location of the bin store, as it would not be readily accessible at lower ground level, or meet the necessary pulling distance and vehicle access requirements. However, the applicants have proposed that a management company will move the bins to a predefined collection point by the service road and then return them after they have been emptied. Refuse trucks will then have a choice of either driving straight into the service road off Maxwell Road, collecting refuse and then reversing out, or alternatively, the refuse vehicle could reverse into the service road and drive out in forward gear.

The Waste Manager is satisfied with this arrangement. In the event of an approval, a condition requiring further details of refuse collection is recommended, in order to ensure the proposed facilities comply with Council guidance.

7.16 Renewable energy / Sustainability

London Plan (February 2008) policies 4A.4 and 4A.7 require the submission of an energy demand assessment based on sustainable design and construction; a demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy and how the development would minimise carbon dioxide emissions, maximize energy efficiencies, prioritise decentralised energy supply, and incorporate renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.

The applicant has submitted a renewable energy assessment as part of the application. The report addresses how to reduce carbon emissions and sets out the most suitable and viable forms of renewable energy generators for the scheme. 103.58m² of solar Photo Voltaic are proposed, located horizontally on the roof. This is the preferred technology to deliver the renewables target for the scheme.

The baseline emissions for the development have been assessed in accordance with Part L of the Building Regulations at 27202.16kgCO₂/yr. Taking into account energy efficiency savings such as the improvement of U-Values to all thermal elements, high levels of energy efficient lighting and a low air permeability rating, the assessment concludes that the CO₂ savings from energy efficiency measures alone equate to a 14.04% improvement over the baseline. The PV system will have a capacity requirement of 12.37kWp. When taking into account the installation of such a system the assessment concludes that it would give rise to an overall reduction in CO₂ emissions of 20% through renewable energy in line with the London Plan Policy 4A.7 and a total of 33.33% improvement from the Part L baseline.

However, as a result of the reduced area from reprofiling of the roof the reduced PV array from the proposed 103m² to 94m² represents 4767kg/CO²/yr offset by the PV, which gives a reduction from the previous 20% renewables to a figure of 18.16%.

The Council's Sustainability Officer considers that the Energy assessment provides a good framework, and that the carbon reduction figure of 18.16% is acceptable in this case. However the Sustainability Officer has queried the practicality of mounting the Solarvoltaic panels in a horizontal position and has requested confirmation on a number of issues surrounding their installation. It is therefore recommended that a condition be imposed requiring details of how the renewable energy can be implemented as part of the development, to contribute to CO₂ reduction, in accordance with the aims of Renewable Energy Policy 4A.7 and 4A.9 of the London Plan (February 2008). Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation of and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant London Plan (February 2008) policies.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that a sustainable urban drainage condition be imposed.

7.18 Noise or Air Quality Issues

The application site is on a busy high road. It is therefore reasonable to expect that traffic noise is likely to be high enough to affect the residential amenities of future occupiers. Although the site falls within NEC B as defined in PPG24, it is considered that flatted development is acceptable in principle, subject to adequate sound insulation.

The noise report submitted with the application while identifying the main noise source affecting the site as road traffic, also notes that there would be some noise from the small industrial estate adjacent to the western boundary of the site. The appeal decision on the refused application for the 14 unit scheme recognised that there could be noise from the small industrial estate, for example in the form of early morning waste collections. The Inspector was however of the view that noise from these sources can be controlled through statutory regulation and that sound insulation of the new residential properties would also provide a degree of noise mitigation. In view of the ruling in the appeal decision, the Environmental Protection Unit accepts that noise from the small industrial estate does not form a reason for refusal of the present application.

The acoustic assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'. It is considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition, it is considered that the scheme is in compliance with Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

The main issues raised regarding the scale and bulk of the development, traffic congestion and parking have been dealt with in the main body of the report.

7.20 Planning Obligations

Policy R17 seeks to supplement the provision of recreational open space and other community, social and educational facilities through planning obligations. To offset the impact of the proposed development on local facilities, a range of planning obligation contributions have been agreed with the applicants:

1. Education: A financial contribution for primary, secondary and post 16 school places in the sum of £48,355 allocated as follows: Primary - £20,592, Secondary - £17,348 and Post 16 - £10,415.
2. Health: The Primary Care Trust have sought a contribution towards local primary health care facilities in the sum of £4,136.23
3. Community facilities: A contribution in the sum of £10,000 has been agreed towards expansion of local community facilities .
4. Libraries: A contribution in the sum of ££439.07 has been agreed towards library books.
6. Open space: a contribution in the sum of £10,000 has been agreed towards local open space and recreation improvements.
5. Construction Training: A contribution of £5,000 towards the cost of providing construction skills training within the Borough has been agreed.
8. Project Management and Monitoring: A contribution towards project management and monitoring has been agreed, equal to 5% of the total cash contributions secured from this proposal.

The applicants have agreed to these contributions, and have signed a Unilateral Undertaking to that effect to address these issues.

The proposal includes the formation of a new access off Maxwell Road, which would affect on street parking bays. The details of any off site highway works required in connection with the development (and implementation of the works prior to occupation), have been secured by condition 11. The recommendation also requires the developer to enter into a S278 Agreement, to enable the delivery of the said works.

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

There are no other issues relating to this application.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

This is not applicable to this application.

10. CONCLUSION

The application seeks to develop a site in Green Lane Northwood Town Centre for residential purposes. It will bring into use a site which has been vacant for a considerable period of time.

The proposed scheme will make a valuable contribution to the Borough's housing stock in the form of smaller dwellings, in accordance with the aims and objectives of the UDP housing policies. The scheme would also contribute towards the vitality and viability of the Town Centre.

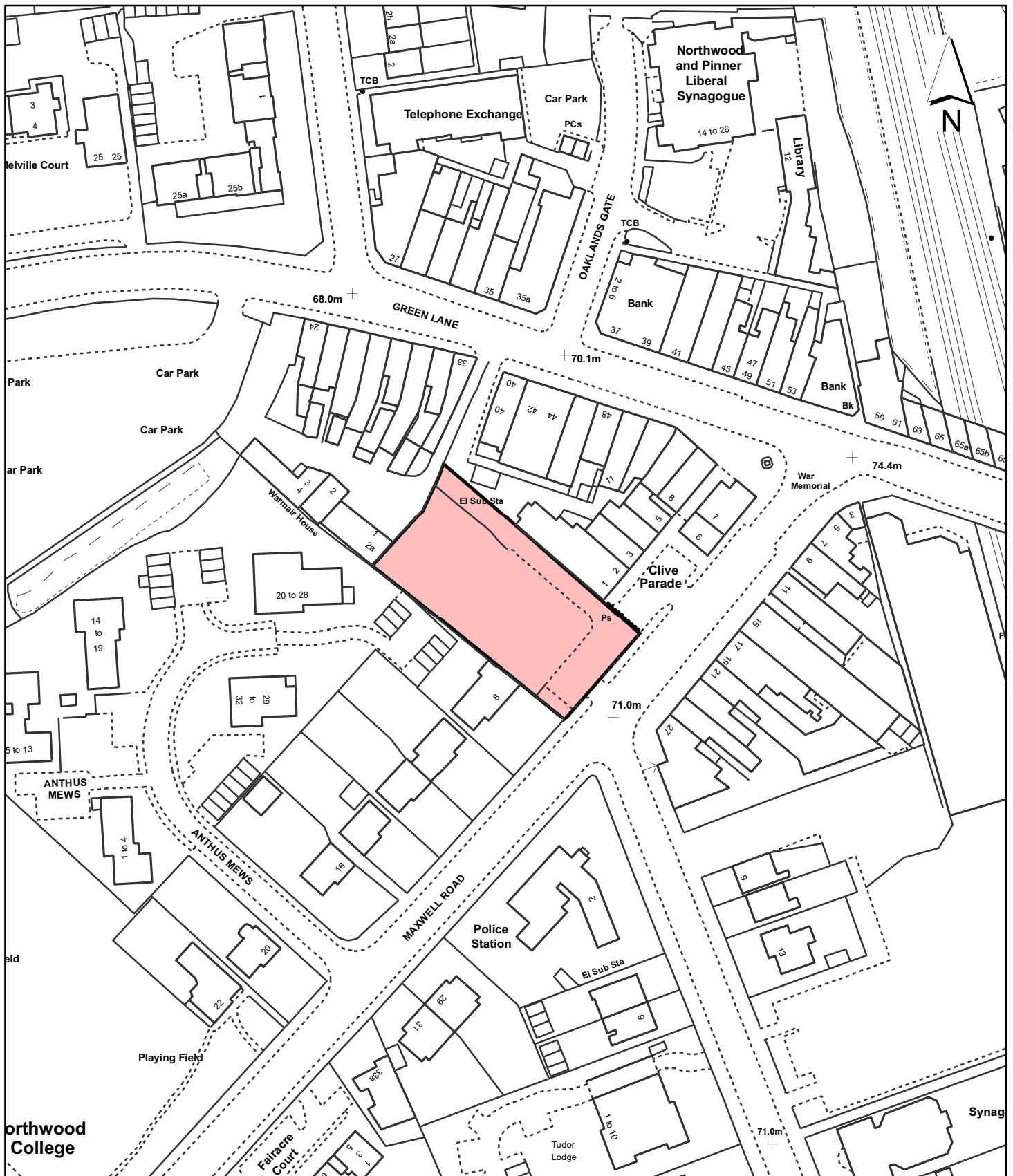
It is considered that the proposal will not detract from the visual amenities of the street scene or the character and appearance of the recently designated Conservation Area. It provides a satisfactory form of accommodation for future residents and the amenities of adjoining residents would not be adversely affected by the proposals. It is considered that highway and pedestrian safety issues have been satisfactorily addressed. The proposal is considered to satisfy the relevant policies of the UDP and as such the application is recommended for approval, subject to the recommended conditions and the signed Unilateral Obligation securing contributions towards the provision of school places, health care facilities, construction training, libraries, public open space, management and monitoring.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 3 (Housing)
PPS4 (Planning for Town Centres)
Planning Policy Guidance Note 13 (Transport)
Planning Policy Guidance Note 24 (Planning and Noise)
The London Plan
Representations

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former Reindeer PH
Maxwell Road
Northwood**

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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

Planning Application Ref:

18958/APP/2010/2210

Scale

1:1,250

Planning Committee

North Page 59

Date

**January
2011**



HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address UNIT 3, RUISLIP RETAIL PARK VICTORIA ROAD RUISLIP

Development: Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

LBH Ref Nos: 43510/APP/2010/1979

Drawing Nos: PP-001
PP-002 Rev. A
PP-003
PP-004 Rev. A
PP-005
Planning and Retail Statement
Transport Assessment
Energy Statement

Date Plans Received: 20/08/2010 **Date(s) of Amendment(s):**

Date Application Valid: 17/09/2010

1. SUMMARY

Planning permission is sought for the installation of a mezzanine sales and storage area, which will add an additional 1,810m² in floor space to an existing vacant retail unit, formally occupied by MFI, at the Ruislip Retail Park, Victoria Road.

The application is supported by a detailed planning and retail impact statement which concludes that the proposal would not result in a significant detrimental impact on retailing in the adjoining local centre, given the type of business likely to operate from this particular unit. Subject to the existing sales restrictions, and a condition preventing the sub division of the unit, the additional floorspace would not have a significant detrimental impact on the vitality or viability of nearby centres. Accordingly, there are no objections to the principle of the development.

The increase in showroom area is unlikely to translate into a significant increase in customers visiting the store or in vehicle trips. The existing car parking and servicing facilities for the retail park would be retained for use by the proposed unit and would continue to meet the needs of the proposed unit and retail park as a whole.

The proposed external amendments are minor and would remain in keeping with the character and appearance of the surrounding area.

The development would not result in any detrimental impact on the amenity of nearby residential occupiers, subject to conditions.

The development proposes acceptable accessibility arrangement which could be secured by way of condition.

Subject to conditions, the proposal is considered to be acceptable and to accord with the provisions of the development plan. Accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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 NONSC Non Standard Condition

The retail unit shall not be sub divided unless otherwise agreed in writing by the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess the implications of the intensification of the use of the floorspace in the context of the relevant development plan policies for retail development, specifically in terms of its impact on traffic, car parking and other environmental issues.

3 NONSC Non Standard Condition

Development shall not commence until details of the location and dimensions of the lift to the mezzanine have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

4 OM19 Construction Management Plan

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

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

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

REASON

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

5 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities including the disabled parking bays that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM15 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

6 NONSC Non Standard Condition

The premises shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage, sports goods and fancy goods.

REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians in compliance with London Plan Policies 2A.8 and 3D.1 and relevant policies contained in PPS4: Planning For Sustainable Economic Growth (December 2009).

7 MCD13 Extraction Vent or Chimney

No development shall take place until details of the height, position, design and materials of any chimney or extraction vent to be provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out until the vent/chimney has been installed in accordance with the approved details. Thereafter the vent/chimney shall be permanently retained and maintained in good working order for so long as the use continues.

REASON

In order to safeguard the amenities of adjoining properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4B.1 and 4A.19.

8 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development contained within the submitted report entitled Energy Report Ref: BWLLP/17684/A5/SM/jp dated 16 September 2010, comprising the exclusive use of low energy light fittings, shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

9 SUS6 Green Travel Plan

Prior to the commencement of the development hereby permitted a Travel Plan shall be

submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008)

10 NONSC Non Standard Condition

The car parking areas, including marked out parking spaces, loading and servicing facilities for the Ruislip Retail Park shall be retained and made available for users of Unit 3 for its lifetime.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policies AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.

OE1	Protection of the character and amenities of surrounding properties and the local area
R16	Accessibility for elderly people, people with disabilities, women and children
LPP 3D.1	London Plan Policy 3D.1 - Supporting Town Centres.
LPP 3D.3	London Plan Policy 3D.3 - Maintaining and Improving Retail Facilities.
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
PPG13	Transport
PPS1	Delivering Sustainable Development
PPS1-A	Planning and Climate Change - Supplement to Planning Policy Statement 1
PPS4	Planning for Sustainable Economic Growth

3 I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

4 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

5 I14 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

6 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control

of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8

Your attention is drawn to conditions 3, 4, 7 and 9, which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions.

9 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their

disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a 1,858m² retail unit, one of four retail outlets, forming part of the larger Ruislip Retail Park (totalling 5,855m²). The retail park is located on the southwest corner of the junction of Field End Road and Victoria Road, South Ruislip and falls within the Stonefield Way Industrial Estate, a designated Industrial and Business Area. The current car parking provision for the retail park is 204 spaces (including 10 for disabled drivers). The 4 units in the Retail Park which are part of the applicant's landholding are currently occupied as follows:

Unit 1: Furniture Village

Unit 2: Carpetright

Unit 3: Application Site. Vacant (formerly occupied by MFI)

Unit 4: Halfords

To the west of the four units is a Wickes DIY Store, which, whilst part of the Ruislip Retail Park, is not part of the applicant's landholding. There are a further 100 spaces in an adjoining car park for the neighbouring Wickes DIY Store. Servicing and deliveries to Units 3 and 4 are provided via Field End Road, whilst servicing access to Units 1 and 2 is provided via Stonefield Way.

Ruislip Retail Park is located in close proximity to a number of other retail outlets and retail parks. Stores include Argos Extra, Homebase, Brantano (on the Victoria Retail Park); Pets at Home, Allied Carpets (on the Brook Retail Park); Currys, DFS, Kwik Fit, Comet, Rosebys and Bensons Beds as well as a number of car showrooms (including Honda and VW).

Alongside the existing retail units and retail parks located along Victoria Road there are a

variety of industrial units, which extend south of Victoria Road along Stonefield Way. This area, including Ruislip Retail Park, extending west to the defined South Ruislip Local Centre and south to the rail line, is designated within the Adopted London Borough of Hillingdon UDP as an Industrial and Business Area.

Unit 3 has stood vacant for the past 18 months, following MFI's closure in 2008. The applicant has stated that the only interest in the unit is from operators after a larger unit (3 names given).

3.2 Proposed Scheme

Full planning permission for the construction of a 1,810 sq.m. mezzanine within Unit 3, Ruislip Retail Park. On completion, Unit 3 would therefore comprise a gross floorspace totalling 3,716 sq.m.

In order that the proposed mezzanine complies with building regulations, it will be necessary to provide a safe route of exit to the front of the unit in the event of fire. As such, a fire exit door will be created on the front elevation of the unit. Furthermore, it is proposed that 2 additional disabled car parking bays are provided, which will reduce the car parking spaces to 303. Servicing and deliveries to Unit 3 will continue to be provided via Field End Road.

The application is supported by a number of reports that assess the impact of the proposal. Any reference to the application for a variation to the condition restricting the range of goods that can be sold from Unit 3 should be discounted, as this was being dealt with under a separate application which has been withdrawn. A summary and some key conclusions from these reports are provided below:

Design and Access Statement.

This report outlines the context for the development and provides a justification for the design, appearance and access for the proposed development.

Planning and Retail Assessment

The scope of the assessment is intended to address the current application and a separate application to vary the range of goods that could be sold at unit 3. However, the latter application has been withdrawn by the applicants. This document includes a sequential site assessment, which indicates that there are no suitable alternative sites which would meet the requirement of the proposed occupier of unit 3. The Assessment concludes that the proposal would not have any unacceptable impact on the vitality and viability of nearby existing centres and would comply with the tests set out in PPS4.

Transport Statement

This report considers the impact of the proposed development on the local road network. It concludes that the level of additional traffic as a result of the development will be insignificant in comparison with baseline conditions. There will therefore be a negligible impact on traffic flows on the surrounding road network. Parking provision on the existing retail park is sufficient to accommodate the predicted demand for on site parking, as a result of the development proposals. The Transport Statement also include a Framework Travel Plan.

Energy Statement

This energy statement has shown how the potential increase in energy demand created by the proposed mezzanine floor can be reduced with the use of energy saver bulbs and with the use of locally sourced material and local labour where possible.

3.3 Relevant Planning History

Comment on Relevant Planning History

Application 2120/S/85/0645 Erection of two single storey retail buildings for limited retail purposes within Class I (one building of 60,000 sq feet to be occupied by MFI and one of 19,500 sq feet to be occupied by Wickes), was allowed on appeal on 1 August 1986 (appeal decision ref. R5510/A/85/36786).

The Inspector in allowing the appeal, did not include a condition restricting the type of goods to be sold from the units or any conditions restricting subdivision or additional internal floorspace. However, on the 26 September 1986 the applicants for the original application entered into a Section 52 Agreement with the Council which stipulated that: The site shall not be used for the retail sale of food (other than refreshments intended for consumption on the site by customers), clothing, footwear and accessories (other than clothing footwear and accessories intended for use in connection with building or DIY activities) cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines, books (other than those relating to DIY and car maintenance manuals), and stationery, jewellery, toys, luggage, sport and fancy goods.

2120AC/87/2107 Planning permission to use part of the MFI building for the retail sale of vehicle parts and accessories and associated products was granted in January 1988.

In terms of subsequent planning history, the following most relevant planning application to the current application proposals is Planning Application 43510/APP/2000/2485 which was granted permission on 14 March 2003 for:

The refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

The conditions of specific relevance are as follows:

Condition 10:

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990, no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

This condition is to enable the Local Planning Authority to assess the implications of any increased floorspace in the context of the relevant development plan policies for retail development in terms of its impact on demand for road space, car parking and other planning and environmental issues.

The permission also included Condition 11 which stipulates the following:

The premises shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage, sports goods and fancy goods.

The reason for this condition is:

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are

more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians.

43510/APP/2003/1601: A proposal for the addition of a 158m² mezzanine for unit 4. Approved 11/09/2003.

43510/APP/2003/1447: Variation of condition 10 (to allow for installation of mezzanine floor to provide additional 1,170m² of floorspace) together with details of access to mezzanine as required by condition 8 of the same consent of planning permission ref. 43510/APP/2000/2485 dated 14/03/2003; refurbishment of existing retail units, cladding on all elevations, new covered walkway on northern frontage. Approved 10/09/2003.

4. Planning Policies and Standards

PPS1: Delivering Sustainable Development (January 2005)

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system.

Planning and Climate Change (Supplement to PPS1) (December 2007)

The underlying objective of the Supplement to PPS1 is to reduce carbon emissions from domestic and non-domestic buildings, by way of action against climate change.

PPS4: Planning For Sustainable Economic Growth (December 2009)

PPS4 was published relatively recently and brings together all of the Government's planning policies relating to the economy in both urban and rural areas into one single PPS. It replaces PPS6, PPG5 and PPG4 in their entirety as well as sections of PPS7 and PPG13. PPS4 emphasises the Government's support for sustainable economic growth and the need for local authorities to take a positive approach to identifying sites and determining applications. It defines economic development as development within the B Use Classes, public and community uses, main town centre uses as well as any development that either: provides employment, generates wealth or produces an economic output.

Policy EC10 of PPS4 sets out considerations which should be applied to all economic development including whether it has been planned to minimise carbon dioxide reductions, the accessibility of the site, whether it achieves a high quality and accessible design, the impact on economic and physical regeneration and the impact on local employment. Policies EC14, EC15, EC16 and EC17 of PPS4 set out the information which is required to support applications for Town Centre Uses and the approach to the assessment of applications for such uses in out of centre locations.

PPG13: Transport (March 2001)(Amended January 2011)

The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices. It recognises that our quality of life depends on transport and easy access to jobs, shopping, leisure facilities and services, and that we need a safe, efficient and integrated transport system to support a strong and prosperous economy. It encourages development which facilitates

cycling and walking, as well as the use of public transport.

LONDON PLAN

Policy 2A.8, Policies 3D.1-3 and statements on town centres in Chapter 5 of the London Plan set out the strategic policies that will support the development of London's town centres over the lifetime of the plan and guide the location of retail and leisure activity.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- R16 Accessibility for elderly people, people with disabilities, women and children
- LPP 3D.1 London Plan Policy 3D.1 - Supporting Town Centres.
- LPP 3D.3 London Plan Policy 3D.3 - Maintaining and Improving Retail Facilities.
- LPP 4A.3 London Plan Policy 4A.3 - Sustainable Design and Construction.
- PPG13 Transport
- PPS1 Delivering Sustainable Development
- PPS1-A Planning and Climate Change - Supplement to Planning Policy Statement 1
- PPS4 Planning for Sustainable Economic Growth

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th October 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The proposal has been advertised as a major application and 57 nearby owner/occupiers have been

consulted individually. Site notices were posted on the site. No responses have been received in relation to the consultation.

HARROW BOROUGH COUNCIL: No objection.

SOUTH RUISLIP RESIDENTS' ASSOCIATION: No response.

Internal Consultees

POLICY AND ENVIRONMENTAL PLANNING

- i) The site is located in an IBA and the provisions of Saved Policy LE2 in the UDP is relevant.
- ii) It would be useful if the applicant could confirm the vacancy rate on the retail park and how this relates to the viability of the unit in the context of its current permission.
- iii) The applicant's retail statement refers to the provisions of policy EC.15 in PPS4 and addresses the key tests relating to the sequential test. Further guidance on these matters is contained in 'Planning for Town Centres: Practice guidance on need, impact and the sequential approach'. In particular, this document provides guidance on how to apply the key tests of suitability, availability and viability as part of a sequential test assessment. The document states that:
'When judging the suitability of a site it is necessary to have a proper understanding of scale and form of development needed, and what aspect(s) of the need are intended to be met by the site.'
- iv) The submission does not provide a clear explanation of the need for the proposed additional floorspace in the context of the sequential test assessment and this makes it difficult to determine whether alternative sites are available in town centre/edge of centre locations.

Paragraph 6.42 of the practice guidance states that:

'It is not necessary to demonstrate that a potential town centre or edge of centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make, either individually or collectively, to meeting the same requirements. It is suggested that the checklist at paragraph 6.52 of the practice guidance should be used as a basis for the sequential assessment of sites.

v) Given the nature and scale of the proposals, an impact assessment is required to support the application. The applicant has addressed the key criteria for impact assessments as set out in policy EC.16 of PPS4. Criteria (d); the impact of the proposal on in-centre trade/turnover, should be addressed using the 'Steps' approach set out in Appendix D of the PPS4 good practice guidance.

vi) Turnover figures for the proposed development should be based on the highest potential sales density that could be achieved if permission was granted. Table 7.8 in the submission indicates that this is £5,097 sales per sq. metre.

vii) Sequential Test: These considerations are relevant to both the determination of planning applications and the allocation of sites through the LDF process. Paragraph 6.42 relates to matters for consideration when judging the suitability of sites and is therefore relevant to the proposal.

Paragraph 6.26 of the practice guidance to PPS4 states that:

'It is important to distinguish between cases where needs arise because of a gap or deficiency in the range, quality or choice of existing facilities, and where the commercial objectives of a specific developer or occupier are the prime consideration. The latter situation would appear to apply in relation to these proposals and a sequential test is essential to justify the proposals. As discussed.

Officer's Note: (These comments relate primarily to the associated planning application ref: 43510/APP/2010/1977 seeking to amend condition 11 of Planning Permission 43510/APP/2000/2485 to allow for the sale of non bulky comparison goods. That application has now been withdrawn)

HIGHWAY ENGINEER: No objections.

TRANSPORT PLANNER

Main concern with the submitted travel plan is with target setting. The indicative targets set should be based on either TRAVL data or other data sources available. The idea of the Travel Plan is that it sets the level of sustainability for this site using the Transport Assessment as the basis. The Consultant has specified the mode share/trip rate targets for the Borough to assess if these are appropriate.

It will be necessary to fully access the baseline criteria. In addition, measures to ensure a sustainable mode split should be built in from the start and maintained throughout the lifetime of the site/Travel Plan obligation.

(Note: A full Travel Plan has been secured by condition.)

ACCESS OFFICER

The proposed lift should be located and designed to allow its use during a fire emergency. Reference to the Council's Supplementary Planning Document Accessible Hillingdon (adopted January 2010), is advised.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Application Site falls entirely within the designation of Industrial and Business Areas and Saved Policy LE2 of the Adopted UDP confirms that Industrial and business areas (IBAs) are designated for business, industrial and warehousing purposes (use classes B1-B8), and for sui generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that:

- i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future; and
- ii) the proposed alternative use does not conflict with the policies and objectives of the plan.
- iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

The application site is located in an existing retail park within the Stonefield Way Industrial and Business Area, as designated within the Saved Policies UDP. Ruislip Retail Park is an established retail location that includes a range of retailers that sell both bulky and non-bulky comparison goods. The sale of comparison goods and food is currently restricted on the retail park. The existing restriction on the sale of goods is in place in order to ensure that the retail park does not have an unacceptable impact on vitality or viability of local shopping centres.

Furthermore, the more recent policy contained within PPS4, confirms that retail, along with other town centre uses are all forms of economic development and as such employment generating. The proposal seeks to bring the unit back into economic use, a key aim of Policy LE2. Given that the site is an existing retail park and no change of use is proposed, there is no objection in terms of Policy LE2 of the Saved Policies UDP.

However, the application would increase the amount of floorspace available on the site and allow for an increased volume of goods to be sold from the enlarged retail unit, which could potentially impact on the vitality and viability of town and local centres. The applicants have therefore submitted a Planning and Retail Assessment, the scope of which is intended to address the current application and a separate application to vary the range of goods that could be sold at unit 3 (The latter application has been withdrawn by the applicants). This document includes a Sequential Site assessment and Impact

Assessment, as set out in PPS4.

Policy EC14 of PPS4 concerns the supporting evidence required for planning applications for main town centre uses. This includes any applications which create additional floorspace. The policy requires that for planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date development plan, both a sequential assessment (EC14.3) and an impact assessment are required (EC14.4). Policy EC15 of PPS4 sets out the consideration of sequential assessments and Policy EC16 of PPS4 sets out the impact assessment. Policy EC17 of PPS4 then concerns the consideration of such planning applications.

Sequential Assessment

Policy EC15 of PPS4 requires that all development proposals for sites that are not in an existing centre, nor allocated in an up-to-date development plan document should be subject to a sequential assessment as to whether the proposal could be located within a town centre. Whilst the application site is located within an established retail location, it does not fall within a defined centre, nor is it allocated for retail development in an up-to-date development plan document. As such the site is considered to occupy an out of centre location.

The sequential approach as set out in Policy EC15 of PPS4 requires that the following be considered:

- ensure that sites are assessed for their availability, suitability and viability;
- ensure that all in-centre options have been thoroughly assessed before less central sites are considered;
- ensure that where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference is given to edge of centre locations which are well connected to the centre by means of easy pedestrian access; and
- ensure that in considering sites in or on the edge of existing centres, developments and operators have demonstrated flexibility in terms of:
 - i. scale: reducing the floorspace of their development;
 - ii. format: more innovative site layouts and store configurations such as multi-storey developments with smaller footprints;
 - iii. car parking provision; reduced or reconfigured car parking areas; and
 - iv. the scope for disaggregating specific parts of a retail or leisure development, including those which are part of a group of retail or leisure units, onto separate, sequentially preferable sites. However, local planning authorities should not seek arbitrary sub-division of proposals.

The applicant has submitted that the proposals are necessary to improve the operational effectiveness of Unit 3 and to meet a specific requirement from operators for a better configured retail unit within this location. As such the applicants do not consider it appropriate or necessary to consider the disaggregation (separation) of the additional floorspace from the existing ground floor area of the unit. The applicant argues that the proposals represent a location specific requirement, the aims of which would not be achieved in any other location.

The applicants consider and officers agree that the wider catchment of Victoria Retail Park is the most appropriate catchment in assessing the availability, viability and suitability of sequentially preferable sites within this area. South Ruislip Local Centre is the only defined centre which is encompassed within this catchment area, and therefore the sequential site assessment has been limited to this centre.

The sequential assessment has identified two defined centre sites, 514/514a Victoria Road, and 1, Long Drive. Both sites only comprise a relatively small floor areas and as such are not considered suitable to accommodate the proposal.

The sequential assessment has also identified South Ruislip Library Site (Sites A and B), Victoria Road, located on the north side of Victoria Road opposite the Sainsbury's store, just outside of the Core Shopping Area of South Ruislip. The site currently comprises the library building, the library car park and a new youth centre, currently under construction. The site has been the subject of three recent planning applications (Planning Applications 67080/APP/2010/1420, 67080/APP/2010/1419 and 66408/APP/2009/2202. It is proposed to redevelop Site A (for a new library building and adult education facility together with a number of residential units. It is proposed to develop Site B with a residential development of flats. Whilst either Site A or Site B would be large enough to accommodate the application proposals, given the current proposals for providing new community facilities on the sites and considering that the existing library is still in operation on Site A, the assessment concludes that the sites are not available for comparison goods retailing.

The assessment identifies Unit 3, Ruislip Retail Park as being located within an established retail location to the east of South Ruislip Local Centre. The unit is accessible to South Ruislip Local Centre, as well as being accessible to various forms of public transport (including bus and rail services). The unit is, and has been available for over 18 months and is considered both suitable and viable to accommodate the proposals.

It is noted that the sequential appraisal has failed to include the vacant Focus DIY Store at 428a Victoria Road, South Ruislip. This has a floor area of area of 2,840m². Adjacent to this site is another vacant retail unit (929m²) which was formally occupied by Land of Leather. This site was also not included in the appraisal. The applicants contend that these sites were not included, because under the definition of Annex B of PPS4, they constitute out of centre sites, which is no more sequentially preferable than the application site. It is acknowledged that these sites, located to the north of the South Ruislip Local Centre are somewhat divorced from the other bulky goods outlets along Victoria Road and would not therefore necessarily result in linked trips to the retail parks to the south of the local centre.

Overall, it is considered that the sequential assessment has demonstrated there are no sites in the local centre or edge of centre that are sequentially preferable and are appropriate to accommodate the proposals and as such accord with Policy EC15 of PPS4.

Impact Assessment

In respect of impact, Policy EC14.4 sets out that planning applications for retail development over 2,500 sq.m in edge or out of centre locations are required to assess impact as set out under Policy EC16. Policy EC14.5 goes on to state that such assessments of impact may also be required for planning applications of less than 2,500 sq m which are not in an existing centre and not in accordance with an up to date development plan and would be likely to have a significant impact on other centres. The proposal is for less than 2,500 sq.m of additional floorspace and as set out elsewhere in this report, it is not considered that the proposal would have a significant impact on surrounding centres. Nevertheless, an impact assessment has been submitted and the key policy considerations, together with justifications are summarised below:

Policy EC10 of PPS4 seeks consideration of the following:

a. whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change.

The re-use of the building will create less waste materials than demolition and require fewer raw materials than creating new development. As such the proposal will limit carbon emissions over the lifetime of the development.

b. the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured.

In assessing the proposals impact on the above criteria, the applicants have drawn on the technical evidence presented within the Transport Assessment, as well as the Design and Access Statement and Sustainability Appraisal submitted with the application. The proximity of the site to the surrounding industrial area, the remainder of Victoria Road (an established retail destination) as well as South Ruislip Centre is likely to result in an increase of linked trips. A travel plan is submitted with the application, and the location of the site itself on an established bus route, and in close proximity to South Ruislip Underground station will also encourage those working and shopping within the unit to walk, cycle or travel by existing public transport.

c. Whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.

The proposal seeks to provide additional internal floorspace within an existing unit. As such, the external appearance of the unit will remain unchanged. The mezzanine floor itself will be constructed from steel and glass. The use of steel and glass provides an appropriate engineering solution to creating a mezzanine for the benefit of future occupiers as well as future shoppers, whilst minimising any impact on the character and appearance of the surrounding area.

d. The impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives.

The Unit has remained vacant for 18 months, and the proposal seeks to bring it back into economic use, which will improve the attractiveness of the Retail Park, reduce the risk of crime and improve safety. It is therefore considered that the proposal accords with the above impact test. The applicants contend that the additional floorspace is sought to allow greater flexibility in the range of potential occupiers of the unit. Unit 3 has remained vacant for the past 18 months, with no viable interest shown by retail operators. The proposal seeks to improve the commercial attractiveness of the unit, meeting the requirements of operators.

e. The impact on local employment.

Along with the other units on the Retail Park, the unit is currently restricted to the sale of bulky comparison goods. However, following MFI's departure in 2008 the applicants have stated that there has been no interest of any significance in the unit. When occupied by

MFI the unit typically employed 21 full time employees/equivalents (FTE). It is anticipated that the reoccupation of the unit, alongside the proposed additional internal floorspace would create some 42 FTE jobs. The proposals are therefore considered to accord with the impact criteria set out in Policy EC10 of PPS4.

Policy EC16 of PPS4 requires the Impact Assessment to address the following issues:

a. The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal:

The only designated centre encompassed within the catchment of Ruislip Retail Park is South Ruislip Local Centre, which is underpinned by a Sainsbury's foodstore. In addition the Centre is served by a varied mix of small shop units located in parades along both Victoria Road and Station Approach. Services within the Centre include a local library, as well as a hotel, public house and the South Ruislip London Underground Station. Neither the Adopted UDP or draft Local Development Framework documents identify any location specific investment strategies for South Ruislip Local Centre. There are very few vacant units (three in total).

A number of District Centres surround the catchment area, including Ruislip, Eastcote, South Harrow and Rayners Lane, as well as Ruislip Manor, identified as a Minor Centre. The Council's 2006 Retail Study provides catchment information for each of the above centres and this confirms that none of these centres draw heavily from the catchment area of the application proposal. Furthermore, each of these Centres serve a very specific function in meeting the day to day needs of local residents, and as such the applicants do not consider that those operators who have expressed an interest in occupation of the application site, would consider occupying units within these surrounding centres. As a consequence the applicants do not consider that the proposal would impact on future investment within these Centres.

b. The impact of the proposal on town centre vitality and viability, including local consumer choice and the range and quality of the comparison and convenience retail offer:

Each of the District Centres which surround the application site, including Eastcote, Ruislip, South Harrow and Rayners Lane have experienced a reduction in the level of vacant units, suggesting an overall improvement in the health and attractiveness of each centre. By way of comparison the average vacancy rate across all centres within the UK totals 11%. It is also clear that each of the surrounding neighbourhood (district, minor and local) centres comprises a wide variety of uses with a significant proportion of units in convenience goods and service uses. Also of note is the fact that there are very few clothing and footwear retailers located within each centre, suggesting that the role and function of these local and district centres does not cater for this category of comparison goods shop, with shoppers preferring to travel further afield to larger retail destination such as Westfield.

An assessment of the surrounding Local Parades was also carried out by the applicants, based on the Council's Local Parades Study, supplemented with more recent site visits. The Local Parades Study (2006) provides an assessment of the health of each Parade. In summary the assessment concludes that all of the designated Parades surrounding the application site continue to perform well, with an adequate mix of uses to serve the local community within which they are located.

The proposal seeks an increase in the level of retail floorspace within the unit through the

installation of a mezzanine. As such there will be no impact on the convenience or service related offer of any of the surrounding centres or parades. In respect of comparison goods, the Unit is already permitted to sell predominantly bulky comparison goods, including domestic appliances, large and small electrical goods, DIY products, flooring and furniture, motor accessories and bicycles, computer equipment, and home furnishings. The applicants contend that many of the independent retailers trading from each of the surrounding centres and parades trade in these product categories, and given that there remain very few vacant units within these centres, it is clear that the existing Retail Park, along with the surrounding retail warehouse uses have not been detrimental to the ongoing health of these centres.

The applicants submit that none of the operators who have currently expressed an interest in the site (namely TK Maxx, Matalan and Asda Living) trade within these centres and given the specialist nature of many of the retailers trading within these centres, it is not anticipated that they will directly compete with them. The assessment concludes that it is more likely that these potential operators would stem the leakage of trade which is currently directed to out of centre stores of a similar format, as well as the larger retail destinations such as Westfield. As such, the proposals would not impact on the vitality or viability of any of the surrounding centres or parades.

c. the impact of the proposal on allocated sites outside town centres being developed in accordance with the development plan:

There are no out of centre sites within the defined catchment area identified within the adopted UDP and draft Local Development Framework for retail development. The Draft Core Strategy identifies the extension of Uxbridge Town Centre, which is intended to accommodate a mix of uses. Uxbridge falls outside of the catchment area of the application proposal and given its status as a Metropolitan Centre, Uxbridge draws from a wide catchment area for which there is little overlap with the catchment of the proposal. As such the proposal is not anticipated to impact on the delivery of the Town Centre extension.

d. In the context of a retail or leisure proposal, the impact of the proposal on in centre trade/turnover and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to five years from the time the application is made, and, where applicable, on the rural economy:

As a consequence of the level of expenditure growth within the vicinity of the site and given the complementary function of the Retail Park in relation to the surrounding centres, it is not considered that the proposal will have any noticeable impact on the trade/turnover of surrounding centres. Furthermore, whilst the applicants consider that it is most likely that the proposals will compete with larger surrounding retail destinations, the level of additional turnover resulting from the proposal is minimal and insignificant in the context of the turnover of these larger centres. It is therefore not considered that any centre within the wider area will suffer as a result of the proposals.

e. If located in or on the edge of a town centre, whether the proposal is of an appropriate scale (in terms of gross floorspace), in relation to the size of the centre and its role in the hierarchy of centres:

The Application Proposals seek to provide additional internal floorspace within an existing retail unit on an established retail park. As such the scale of the proposals is consistent with the existing and accepted use of the site. It is therefore considered that the proposals

accord with the above impact test.

f. Any locally important impacts on centres:

The Draft Core Strategy summarises the perceived threats to the neighbourhood centres within Hillingdon, which are said to include:

- Impact of larger town centres
- New out-of-borough town centre regeneration schemes
- E-economy
- One stop supermarkets in out-of-centre locations
- Car parking issues.

It is not considered that the proposal will exacerbate any of the above identified issues.

In summary, it is considered that the proposal accords with Policies EC10 and EC16 of PPS4. Given this and the acceptability in meeting the requirements of Policy EC15 (sequential test), it is considered that the proposal also meets the criteria set out in Policy EC17 of PPS4.

It is noted that whilst the majority of retailers operating from Victoria Road trade in bulky comparison goods, a number of non-bulky comparison goods operators such as Brantano (footwear), and Argos Extra (general comparison goods) also operate from the locality. Any competition is more likely to occur between other retailers located on Ruislip Retail Park, which will encourage linked trips between retailers of the same type.

Importantly PPS4 does not preclude the location of main town centre uses within edge or out of centre locations, where no sites can be identified within appropriate existing centres. The increase in floor area is not considered to result in a significant detrimental impact on retailing in the South Ruislip Local Centre given the type of goods operating from this unit.

It is also noted that mezzanine floors have previously been permitted within Units 1 and 4 and therefore the principle of allowing mezzanine sales floorspace within the Ruislip Retail Park has already been established.

A condition in permission 43510/APP/2000/2485 already restricts sales in the store solely to bulky goods. It is recommended that this condition be reimposed on the additional mezzanine floorspace. It is also recommended that a condition be imposed preventing the sub division of the resulting Unit 3. This will prevent another tenant within the same use class to use the floor space more intensively, with different retail and traffic generating impacts, without the consent of the Local Planning Authority. Subject to the recommended conditions, which would restrict use of the mezzanine to bulky non food goods, it is considered that the proposal would not have any unacceptable impact on the vitality and viability of nearby existing centres and would comply with the tests set out in PPS4.

7.02 Density of the proposed development

The proposal seeks permission for a retail unit, considerations relating to residential density are therefore not relevant.

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

The proposed development would not involve any groundworks and accordingly would not result in any detrimental impacts on archaeology and the site is not within a Conservation Area, Area of Special Local Character or located in proximity to any Listed Buildings.

7.04 Airport safeguarding

The proposal would not conflict with airport or aerodrome safeguarding criteria.

7.05 Impact on the green belt

The application site is not located within, nor is it conspicuous from any land within the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The proposed unit would occupy the existing building envelope of Unit 3 with the external physical alterations being limited to a new fire escape door on the front elevation. The external alterations are minor and it is not considered they would significantly alter the external appearance of the retail unit, which would remain in keeping with the design and character of the existing retail park. Accordingly, the proposal is considered to comply with Policies BE13 and BE25 of the Saved Policies UDP.

7.08 Impact on neighbours

The application proposals does not involve any major external alterations thus the proposed development will not have a visual impact on nearby residential properties. In terms of additional traffic/shoppers attracted to the retail park, the application site is within an established retail location where there are sufficient car parking facilities and also existing arrangements for accessing the site via public transport. It is acknowledged that the re-use of the vacant unit will increase the number of visitors to the Retail Park, but it is not felt that any increased trips will have a detrimental impact on residential amenity. It is not considered that this would result in any impacts detrimental to the amenity of nearby residential occupiers. It would therefore comply with Policies BE20, BE21, BE24, OE1 and OE3 of the Saved Policies UDP.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

TRAFFIC GENERATION

The mezzanine will result in a maximum of 1,810 sqm of additional floor space. The accompanying Transport Statement demonstrates that the proposal will not have an unacceptable impact on the local highway network. The Transport Statement argues that the increase in floor space is not expected to produce an increase in trading on a pro rata basis and by extension trips to the store. Trading surveys by other bulky goods retailers have shown that sales from mezzanines have resulted in increases in trading over the original store of 23% to 32% on an area by area basis. In addition, it is argued that not all the traffic would be new to the retail park and it is likely that a substantial proportion of this traffic would be already visiting other units on the retail park, creating linked trips. A normal allowance for linked trips would be 30% of the attracted traffic. In carrying out a transport assessment, a generous 50% increase in trading has been applied for the traffic impact assessment.

Access to the Retail Park is provided via Victoria Road, with egress provided on to Field End Road. Saturday has been shown to have the largest increase in traffic flows and the assessment has shown that the Victoria Road/Field End Road Roundabout will continue to work within operational capacity, that the impact of the proposals will be minimal and will have an imperceptible effect on the operation of the adjoining highway network.

The predicted trip generation figures are based on the assumption that Unit 3, including the mezzanine, will be operated as one unit. A condition is therefore recommended preventing the unit from being sub divided, in order to ensure that the Local Planning

Authority has the ability to assess the implications of intensification of the use of the floorspace in terms of its impact on traffic, should the unit be sub divided.

Overall, it is considered that the increase in floor space is unlikely to translate into a significant increase in customers visiting the store or in vehicle trips, given the sales restrictions. The Highways Engineer advises that the nature of the use is such that there will not be any significant impacts on traffic. It is not considered that the additional floor space will not have an adverse impact on road safety or congestion in compliance with saved Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

TRAVEL PLAN

A Framework Travel Plan (FTP) has been submitted as part of this application. The key objectives of the FTP include:

- Reducing the level of single occupancy private cars.
- Ensure the employees and visitors/ shoppers have a wide range of alternative travel modes.
- Minimise the adverse transport impacts of the development on the local area.

The site is located on two bus routes and is within close proximity of South Ruislip and Northolt stations. Therefore this location will encourage those working and shopping within the Unit to walk, cycle or travel by existing public transport. Whilst the broad thrust of the FTP is considered acceptable, the Council's Transportation Officer has questioned some of the base line assumptions and has requested that measures to ensure a sustainable mode split should be built in from the start and maintained throughout the lifetime of the travel plan obligation. A condition is therefore recommended, requiring the submission of a full Travel Plan, based on the FTP, in order to ensure measures aimed at influencing choice of travel, with an emphasis on reducing reliance on single occupancy cars and encouraging the use of alternative modes such as public transport, walking, cycling and car sharing, are achieved.

SERVICING

The additional floorspace would be serviced by the existing service yard which is accessed via Field End Road within the Industrial and Business area. The Council's Highways Engineer has reviewed the proposal in this respect and considers that the existing service yard is of an adequate size to accommodate the needs of the enlarged unit as proposed alongside the existing needs of the wider retail park. No objection is raised in this respect subject to a condition ensuring that the service yard is maintained and made available for the use of the unit for its lifetime.

The service yard and car parking area for the retail park lie outside of the application site, however they lie within the blue outline identifying that they are within the same ownership. The imposition of conditions to ensure that the service yard and car parking are retained and made available is therefore recommended.

PARKING

In terms of car parking arrangements the Ruislip Retail Park provides 304 car parking spaces, of which 204 are within the applicant's control. Of these spaces 10 are set aside for disabled users. It is intended as part of the proposals that 2 additional disabled car parking bays are provided, which will reduce the number of car parking spaces to 303.

The submitted Transport Statement provides car parking details which indicate the site has sufficient spare parking capacity to accommodate the demand should permission be granted.

The Transport Statement estimates the additional demand for parking associated with the proposed mezzanine floor, based on the demand for additional parking amounting to 50% of the existing demand, is 15 spaces. The total number of parking spaces for the retail park is 304. A parking accumulation survey was carried out on Friday and Saturday, 9th and 10th July. The maximum demand was recorded at 125 spaces between 12.30 and 12.45 hrs. This represents a car park occupancy level of 41%, and confirms that the car park has a reserve capacity of 179 spaces. A predicted increase of 15 spaces can therefore easily be accommodated in the existing car park.

PPG13 makes it clear that a developer should not be required to provide more parking than considered necessary unless there are exceptional circumstances. It is therefore considered that there is no need to provide additional car parking spaces.

Cycle/Pedestrian Facilities

Currently the Retail Park benefits from 18 cycle parking spaces, located in front of the terrace of retail units. The Retail Park is also accessible by workers and shoppers by foot with pavements linking the site to South Ruislip and nearby bus stops. It is not considered that it would necessitate the provision of any additional cycle parking facilities, given the nature of the goods likely to be sold from the retail outlet.

In conclusion, the Council's Highways Engineer has reviewed the submission and raises no objection to the proposal in terms of traffic generation or car parking, subject to conditions restricting the use of the mezzanine to the existing sales restrictions and requiring that the car parking for the retail park be retained and made available for users of the unit for its lifetime.

7.11 Urban design, access and security

Issues relating to design and accessibility are addressed elsewhere within this report. The application seeks only minor physical alterations. It is not considered that the proposal would have any implications in relation to security issues.

7.12 Disabled access

The mezzanine level proposed as part of this application will be accessible for all users including wheelchair users and parents with pushchairs, as the additional retail floorspace will be accessed via a lift as well as a staircase. The internal floorplate demonstrated on the plans is open as would be standard within a submission for a retail unit. No objection are raised by the Access Officer, with regard to disabled access. Details of the lift are secured by condition. Subject to this condition, it is considered that the proposal would comply with Policies 4B.1 and 4B.5 of the London Plan and the Accessible Hillingdon SPD.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

Existing landscaping on the boundaries of the retail park and within the existing car park lies outside of the application site and is located at such a distance that it would not be impacted on by the limited level of physical works proposed. It is considered that the existing level of landscaping within the wider retail park is sufficient and it is not considered that the level of physical alterations proposed would necessitate provision of

any additional landscaping within the wider retail park. Accordingly, it is considered that the proposal would comply with Policy BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The waste and recycling would be accommodated in a similar manner to those of the previous occupier of the unit. There would be adequate space for the provision of facilities for the storage of waste and recycling either within the existing service yard to the rear of the building or within the building itself. Accordingly, the proposal is considered to comply with Policy 4A.22 of the London Plan.

7.16 Renewable energy / Sustainability

The London Plan sets out requirements for developments to implement measures to reduce impacts on climate change at policies 4A.1, 4A.3, 4A.4, 4A.6 and 4A.7 which are intended to relate to new developments or material changes of use. However, it is considered that these requirements need to be applied in a manner which has regard to and is commensurate with the scope and scale of the application.

In this respect, whilst the application seeks additional floorspace, there are minimal aspects of the proposal which would serve to alter the existing energy use of the building and it should be noted that:

- i) There is no material change of use taking place which would materially alter the energy profile of the building;
- ii) The building envelope and internal capacity remain unchanged by the proposal, which will mean there will be minimal changes in heating requirements or energy loss through the building envelope.
- iii) The additional floorspace proposed will be limited to non-food goods only and accordingly any additional energy demand will be related solely to additional lighting.

Having regard to the scope of the development and the minor implications on the energy use profile of the building, it is considered that any increase in energy demand would be almost entirely associated with the provision of additional lighting. Accordingly, it is considered that in this instance a condition requiring that only low energy light fittings be installed within the building would ensure an appropriate reduction in the developments carbon dioxide emissions in accordance with London Plan requirements. It is further considered that to require measures above this by condition would not be reasonable in relation to the scope of the proposed development and would fail to comply with the requirements of Circular 11/95.

Subject to a condition requiring that only low energy light fitting be utilised no objection is raised to the development in terms of energy use or climate change.

7.17 Flooding or Drainage Issues

The proposal would not alter the footprint of the existing building or the level of hardstanding and accordingly would not serve to worsen floor risk or increase surface water run off from the existing situation.

7.18 Noise or Air Quality Issues

NOISE

The proposal would not alter the use or servicing arrangements from those of the existing retail unit, which is located approximately 100m from the nearest residential unit. Since the unit will be subject to the same operational restrictions as are applied to the wider retail park, it would not give rise to any detrimental impacts by way of noise. Accordingly the proposal would comply with Policies OE1 and OE3 in this respect.

AIR QUALITY

The proposal is not considered to give rise to any significant additional traffic generation as discussed in the traffic impact section of this report. Accordingly, it would not result in any significant detriment to local air quality and would comply with policy OE1 of the Saved Policies UDP and Policy 4A.19 of the London Plan and the Council's Air Quality SPG.

7.19 Comments on Public Consultations

No comments have been received.

7.20 Planning Obligations

The proposal would not give rise to any impacts which would need to be mitigated by way of planning obligations.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

It is considered that the proposed additional retail floorspace meets the sequential and

impact tests of PPS4 and would not have a significant detrimental impact on the vitality or viability of nearby centres. In addition, the principle of allowing mezzanine sales floorspace within the retail park has already been established. The proposal is therefore considered to be acceptable in planning policy terms. Accordingly, there are no objections to the principle of the development, subject to conditions restricting the new retail floor space to the sale of bulky comparison goods.

The Application Proposals comprise the internal refurbishment of a retail unit, which in itself will reduce carbon emissions over a new build development of a similar size. The location of the site on the Victoria Road means the site is accessible by a choice of means of transport. The proposals seek to bring back into economic use a long standing vacant unit, which will improve the character, quality and inclusiveness of the Retail Park within the locality. The Proposal will have a positive impact on the economic and physical environment and regeneration of the area, as well as having a positive impact on local employment, and will increase economic output.

The proposed external amendments are minor and would remain in keeping with the character and appearance of the surrounding area. The development would not result in any detrimental impacts on the amenity of nearby residential occupiers, subject to conditions. The development proposes acceptable accessibility arrangements which are secured by way of condition.

The development would not result in any significant increase in traffic generation whilst, the existing car parking and servicing facilities for the retail park would be retained for use by the proposed unit and would continue to meet the needs of the proposed unit and retail park as a whole.

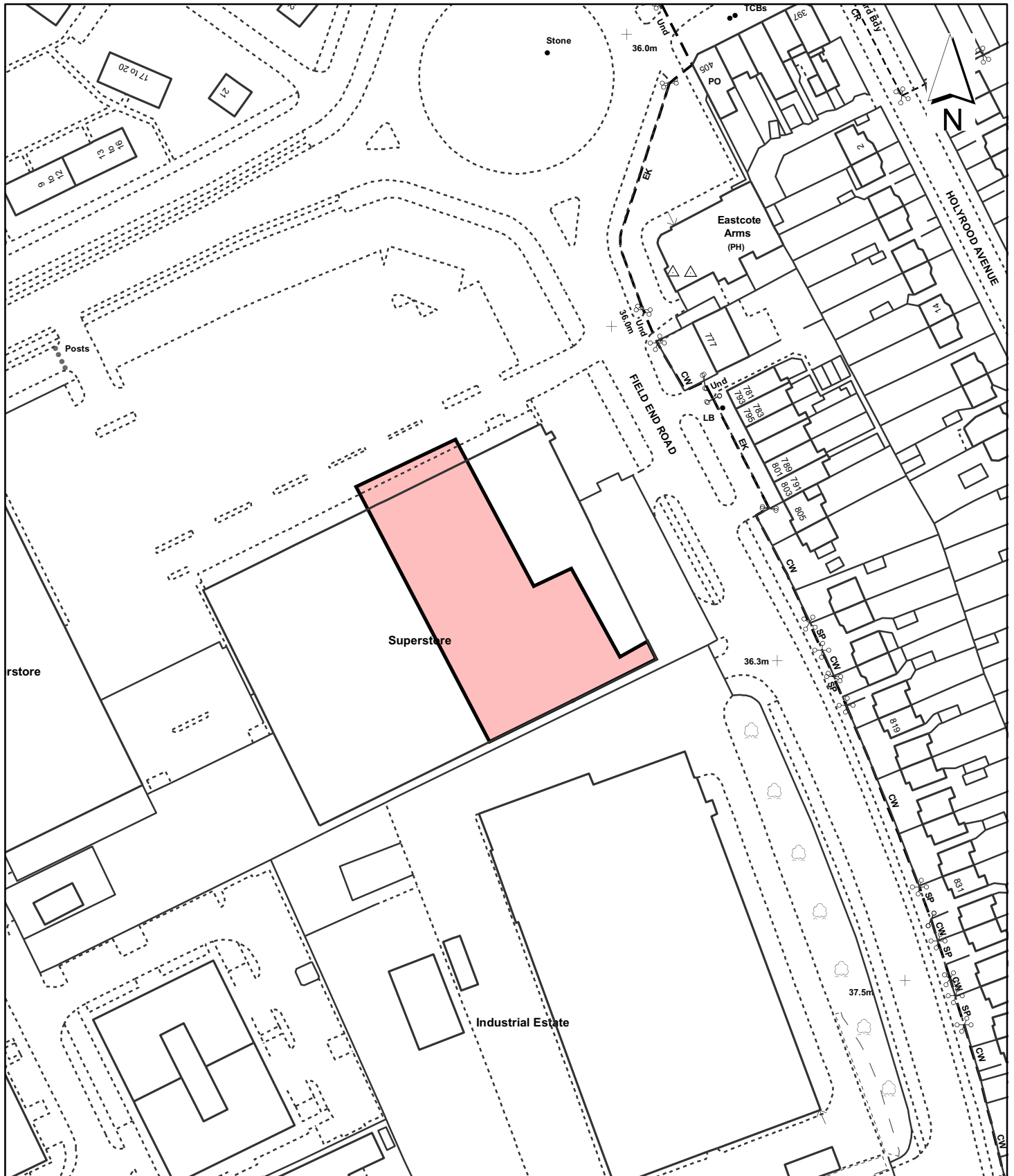
Overall, subject to conditions the proposal is considered to be acceptable and accord with the provisions of the development plan. Accordingly, approval is recommended.

11. Reference Documents

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
The London Plan
Accessible Hillingdon SPD
Air Quality SPG
Noise SPG
Planning Policy Statement 4: Planning for Sustainable Economic Growth

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Unit 3, Ruislip Retail Park
Victoria Road
Ruislip**

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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

Planning Application Ref:

43510/APP/2010/1979

Scale

1:1,250

Planning Committee

North Page 86

Date

**December
2010**



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 76 EXMOUTH ROAD RUISLIP

Development: Part single storey, part two storey side/rear extension, involving demolition of existing detached garage to side and single storey extension to rear.

LBH Ref Nos: 66257/APP/2010/1112

Drawing Nos: Location Plan to Scale 1:1250
Block Plan to Scale 1:500
0155
0199

Date Plans Received: 14/05/2010 **Date(s) of Amendment(s):** 14/05/2010
Date Application Valid: 28/06/2010 21/06/2010
20/01/2011

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the south east side of Exmouth Road and comprises a two storey end of terrace house with a detached garage along the side boundary with 76 Exmouth Road and a part single storey rear extension. The attached house, 74 Exmouth Road, lies to the south west and has a single storey rear extension. To the north east lies 78 Exmouth Road, a two storey end of terrace house with part two storey side and part two storey, part single storey rear extension and front porch. This property is set behind the front wall, but extends beyond the rear wall of the application property. The street scene is residential in character and appearance, comprising two storey terraced houses and the application site lies within the developed area, as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

1.2 Proposed Scheme

The originally submitted scheme (ref: 66257/APP/2009/1785) proposed a part single, part two storey side and part two storey part single storey rear extensions and a detached double garage at the bottom of the rear garden. That application was amended as:

- (i) The proposed part single, part two storey side extension did not retain a sufficient gap to the side boundary;
- (ii) The overall projection of the part two storey rear extension was considered to be excessive; and
- (iii) The detached garage in the rear garden was considered to be excessive in size and scale.

The application was amended and proposed a single storey side and rear extension. The proposed side element was set flush with the front wall of the application property and measured 2.35m wide and 10.1m deep, projecting 3.65m beyond the rear wall of the application property. At this point it wrapped around the rear wall to form a single storey rear extension measuring 7.6m wide, for the full width of the application property and the proposed side extension, and 3.65m deep. The proposed single storey side and rear extension was finished with a crown roof, 2.3m high at eaves level and 3m high at its highest point.

This current application now proposes a part first floor rear extension above the proposed single storey rear extension. The proposed part first floor rear extension would be set flush with the flank wall of the application property. It would measure 2.6m wide, 2.6m deep, and finished with a hip end roof set 1.35m below the main roof ridge.

The remainder of the scheme is as per the previously approved scheme.

1.3 Relevant Planning History Comment on Planning History

As above.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

14 adjoining owner/occupiers and the South Ruislip Residents' Association consulted. 2 letters of objection and two petitions from the same petitioner, totalling 77 signatories, have been received making the following comments:

- (i) The landlord has no intention of living at the premises;
- (ii) There has been endless problems with the tenants leading to unsociable behaviour;
- (iii) Increase in noise and disturbance;
- (iv) Insufficient parking provided; and
- (v) Loss of light to 78 Exmouth Road.

Officer comments: Points (i) and (ii) are not planning considerations, with regard to point (iii) there is no evidence to suggest that the proposed extensions would lead to an increase in noise and disturbance. Points (iv) and (v) are addressed in the main report.

Ward Councillor: Requests that this application is reported to the planning committee for determination.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 6.0 Rear and First Floor Rear Extensions: Two Storey
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
BE22	Residential extensions/buildings of two or more storeys.

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the impact of the proposal on the character and appearance of the original house, on the street scene and surrounding area and on residential amenity.

The proposed single storey side and rear extension are identical to that previously approved. Therefore no objections are raised to these elements of the scheme.

The proposed part first floor rear extension, by reason of its overall size, siting, design and appearance would harmonise with the character and proportions of the original house. It would appear subordinate as it would retain a sufficient proportion of the original rear wall of the application property and would be set sufficiently below the main roof ridge.

It is therefore considered that the proposal would not detract from the character and appearance of the surrounding area generally, in accordance with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and section 6.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

The proposed part first floor rear extension would be set some 2.7m from the side boundary with 74 Exmouth Road and some 5m from the flank wall of 78 Exmouth Road. These distances are sufficient to ensure that the proposal does not impinge on the 45 degree line of sight from the nearest habitable room windows on these adjoining properties. The proposed two storey rear extension would not, therefore, harm the residential amenities of the occupiers of the adjoining houses through overdominance, visual intrusion and overshadowing. No windows are proposed facing the adjoining properties and therefore, no overlooking will result. The proposal would thus comply with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and section 6.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions. The new windows would provide an adequate outlook and natural light to the rooms they would serve, in accordance with London Plan Policy 4A.3 and BE20 of the adopted Hillingdon Unitary Development Plan (Saved

Policies September 2007).

Over 60sq.m of private amenity space would be retained in accordance with policy BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007). The proposal would not generate the need for additional parking and as such, would comply with policy AM14 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

6. RECOMMENDATION

APPROVAL subject to the following:

1 HH-T8 Time Limit - full planning application 3 years

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 HH-M2 External surfaces to match existing building

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 HH-MRD4 Single Dwellings Occupation

The development hereby approved shall not be sub-divided to form additional dwelling units or used in multiple occupation without a further express permission from the Local Planning Authority.

REASON

To ensure that the premises remain as a single dwelling until such time as the Local Planning Authority may be satisfied that conversion would be in accordance with Policy H7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 HH-OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 HH-RPD1 No Additional Windows or Doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 74 and 78 Exmouth Road.

REASON

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

6 HH-RPD4 Prevention of Balconies / Roof Gardens

The roof area of the extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

REASON

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

INFORMATIVES

Standard Informatives

- 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 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the

emerging Local Development Framework documents):
6.0 Rear and First Floor Rear Extensions: Two Storey

LPP 4A.3 London Plan Policy 4A.3 - Sustainable Design and Construction.
BE22 Residential extensions/buildings of two or more storeys.

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning, Environment and Community Services, Building Control,
3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
 - carry out work to an existing party wall;

- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

9 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.

11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy

resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.


- 12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**76 Exmouth Road
Ruislip**

Planning Application Ref:

66257/APP/2010/1112

Planning Committee

North Page 95

Scale

1:1,250

Date

**January
2011**

**LONDON BOROUGH
OF HILLINGDON**
**Planning, Environment
& Community Services**

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



HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address 95 - 97 HIGH ROAD ICKENHAM

Development: Change of use from Class B2 (General Industry) to Class A5 (Hot Food Takeaways) for use as a takeaway, including installation of new shopfront.

LBH Ref Nos: 63771/APP/2010/2174

Drawing Nos: Planning Statement
1077-06
1077-02
1077-01
1077-03
1077-04
1077-05 Rev A

Date Plans Received: 14/09/2010 **Date(s) of Amendment(s):** 14/09/2010
Date Application Valid: 22/11/2010 22/11/2010

1. SUMMARY

Planning permission is sought for the retention of the use of the premises as a take away business and the shopfront. It is considered that the level of shop uses in the parade and in the nearby Ickenham Local Centre are adequate to maintain the convenience shopping needs of local residents, and the shopfront is acceptable and does not detract from the appearance of the street scene.

2. RECOMMENDATION

APPROVAL subject to the following:

1 MCD13 Extraction Vent or Chimney

Notwithstanding the submitted plans, within 1 month of the date of this permission details of the height, position, design, materials, noise generation and means of mitigating the noise and vibration of the chimney and/or extraction vent to be provided in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The approved vent/chimney shall be installed in accordance with the approved details within 1 month of the approval of the details. Thereafter the vent/chimney shall be permanently retained and maintained in good working order for so long as the use continues.

REASON

In order to safeguard the amenities of adjoining properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4B.1 and 4A.19.

2 NONSC Non Standard Condition

The premises shall only be used for the preparation, sale of food and drink and clearing up between the hours of 08:00 and 23:30. There shall be no staff allowed on the premises outside these hours.

REASON

To safeguard the residential amenity of the occupiers and nearby properties, in accordance with Policies OE1 and OE3 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

3 NONSC Non Standard Condition

Within 1 month from the date of this permission, details of a sound insulation scheme that specifies the provisions to be made for the control of noise transmission to adjoining dwellings, has been submitted to, and approved by the Local Planning Authority. The approved scheme shall be implemented within 1 month from the date of approval of the details and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON:

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

4 NONSC Non Standard Condition

The premises shall not be used for deliveries and collections, including waste collections other than between the hours of 08:00 and 18:00, Mondays to Fridays, 08:00 to 13:00 Saturdays and not at all on Sundays and Bank and Public Holidays.

REASON

To safeguard the amenity of surrounding areas, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

5 OM5 Provision of Bin Stores

Within 1 month from the date of this permission, details of covered and secure facilities to be provided for the screened storage of refuse bins within the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented within 1 month from the date of approval of the details and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 H14 Cycle Storage - details to be submitted

Within 1 month from the date of this permission, details of covered and secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented within 1 month from the date of approval of the details and thereafter the facilities shall be permanently retained.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

7 NONSC Non Standard Condition

Within 1 month from the date of this permission, a scheme detailing the method of disposal, storage and collection of litter and waste materials, generated by the business and/or discarded by patrons, has been submitted to and approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided and the methods for collection of litter within and in the vicinity of the premises. The approved scheme shall be implemented in full thereafter.

REASON

To ensure that adequate provision is made for the disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with policy S1 of the Hillingdon Unitary Development Plan.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
OE1	Protection of the character and amenities of surrounding properties and the local area
S6	Change of use of shops - safeguarding the amenities of shopping areas
S7	Change of use of shops in Parades
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Shopfronts (adopted in August 2006 and to form part of the emerging Local Development Framework documents).

3 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings

requires the written consent of the Local Planning Authority.

4 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 145 Discharge of Conditions

Your attention is drawn to conditions 1, 3, 5, 6 and 7 which must be discharged within the specified dates. You will be in breach of planning control should you not submit the details within the required time scales. The Council may consider taking enforcement action to rectify the breach of this condition. For further information and advice contact Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north west side of High Road Ickenham and forms part of a parade of 8 commercial units with residential above, accessed from the rear. The application property comprises a ground floor unit which is currently in use as a hot food takeaway restaurant, the subject of this planning application, and has a single storey rear extension. The external flue associated with the application property is located on the flank wall of 97 High Street.

To the north east lies 97 High Street and to the south west lies 91 -93 High Street. Beyond 97 High Street is 183-199 (odd) The Greenway, a residential apartment block of flats. To the rear lies off-street parking spaces accessed from The Greenway. The street scene is residential in character and appearance and the application site lies within the developed area as identified in the Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

3.2 Proposed Scheme

Planning permission is sought for the retention of the use as a hot food take away and elevational alterations comprising the installation of a new shopfront. A fascia sign has also been erected however this is the subject to a separate application for Advertisement Consent.

The new shopfront comprises a glazed shopfront set within a powder coated aluminium frame with a 1m wide centrally positioned doorway with internal ramped access.

Originally the applicants also applied for the retention of the extractor flue located on the flank wall of 97 High Street. The duct is located some 9m behind the front elevation of 97 High Street, immediately before the existing external metal staircase. It comprises

galvanised steel attached to the wall by brackets and measures 1m by 1m tapering to 0.8m by 0.8m, and extending approximately 1m above the parapet. However, the applicants have agreed to submit details of a new flue and remove the existing one.

3.3 Relevant Planning History

Comment on Relevant Planning History

Retrospective application (ref: 14964/APP/2006/2429) for retention of the change of use from office to four 3-bedroom flats at first and loft levels was refused on 23/11/06. The application included internal alterations involving the removal of four internal staircases linking the ground floor to the first floor and internal partition walls at first floor levels that create the various bedrooms and living rooms within the four flats. The application also proposed the installation of external access stairs to the northeast corner of the building and associated railings to the rear elevation. The reason for refusal was as follows:

1. The existing flats, due to their location above an authorised general industrial (B2) use on the ground floor and the potential for noise disturbance and other disturbances associated with such a use, constitute a substandard form of accommodation, detrimental to the living conditions of future occupants. As such, the development is contrary to policies OE1, OE3 and B8 of the adopted Hillingdon Unitary Development Plan.

Planning application ref: 14964/APP/2007/560 for the installation of an external staircase was received on 30/03/07. The proposed siting and design of the staircase was identical to that indicated on the previous application. This application was refused on 25/05/07 for the following reasons:

1. The proposed external staircase would enable independent access to the unauthorised first flats. This would facilitate the retention of the unauthorised flats, which due to their location above an authorised general industrial (B2) use on the ground floor and the potential for noise disturbance and other disturbances associated with such a use, constitute a substandard form of accommodation, detrimental to the living conditions of future occupants. As such, the development is contrary to policies OE1, OE3 and H8 of the adopted Hillingdon Unitary Development Plan.

2. The proposal would fail to provide an internal staircase for flats and would therefore result in a substandard level of accommodation for the existing and future occupiers being contrary to policy H7(iii) of the UDP.

Planning application ref: 14964/APP/2007/1178 at 91-97 High Road Ickenham for the change of use of four existing first/second floor office units to four 3-bedroom flats (incorporating roofspace accommodation) with side/rear external access staircase and rear terrace was refused on 29/06/07 for the following reasons:

1. The existing flats, due to their location above an authorised general industrial (B2) use on the ground floor and the potential for noise disturbance and other disturbances associated with such a use, constitute a substandard form of accommodation, detrimental to the living conditions of future occupants. As such, the development is contrary to policies OE1, OE3 and B8 of the adopted Hillingdon Unitary Development Plan.

2. The proposed external staircase would enable independent access to the unauthorised first flats. This would facilitate the retention of the unauthorised use, which due to their location above an authorised general industrial (B2) use on the ground floor and the potential for noise disturbance and other disturbances associated with such a use, constitute a substandard form of accommodation, detrimental to the living conditions of

future occupants. As such, the development is contrary to policies OE1, OE3 and H8 of the adopted Hillingdon Unitary Development Plan.

Planning application ref: 14964/APP/2009/896 at 91-97 High Road Ickenham for the change of use of the first and second floors from Class B2 industrial use to 4 four-bedroom flats with side/rear external access staircase and rear first floor walkway and installation of new rear first floor walkway and staircase was refused on 27/05/10 for the following reasons:

1. The proposed car parking layout, given the siting of existing and proposed stairs/fire accesses would not be capable of implementation/full use of all the spaces and the proposal makes inadequate provision for the storage of refuse/recycling. The development would therefore be likely to generate additional on-street car parking, prejudicial to conditions of pedestrian and highway safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary development Plan Saved Policies (September 2007).

2. The development is estimated to give rise to a significant number of children of school age and additional provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement at this stage has not been offered or secured, the proposal is considered to be contrary to Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the adopted London Borough of Hillingdon Planning Obligations Supplementary Planning Document (July 2008).

Planning application ref: 63005/APP/2007/1175 at 97 High Road Ickenham for the subdivision of ground floor to form a separate unit and change of use from class B2 (general industry) to class A3 (restaurant, snack bar, cafe) for use as a restaurant with installation of a new shop front and flue was approved on the 29th June 2007.

This permission was not implemented and in its place an A5 use occurred on the site, the retention of which is the subject of this application.

Planning application ref: 63007/APP/2007/1177 at 95 High Road for the sub-division of ground-floor and change of use from class B2 (general industry) to class A3 (restaurants, snack bars, cafes) for use as a restaurant and installation of new shopfront was approved on the 29th June 2007.

Planning application ref: 63007/APP/2008/2649 at 95 High Road for the change of use of the ground-floor from class B2 (general industry) to class D1 (Non-Residential Institution) for use as a dental practice and installation of new shopfront was refused on the 7th November 2008 for the following reasons:

1. The applicants have failed to provide a transport statement indicating details of the likely traffic generation and requirement for parking which could arise from the proposal. In the absence of such information, and taking into consideration the absence of parking and cycle provision within the application site boundary the applicants have failed to demonstrate that the proposal would not give rise to additional on-street car parking, or conditions which would be prejudicial to highway and pedestrian safety. As such, the proposal would be contrary to Policies AM7 (ii) and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2. The proposed stepped entrance to the premises would not be accessible to people with

disabilities. The proposal would therefore fail to comply with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Council's SPD 'Accessible Hillingdon'.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
OE1	Protection of the character and amenities of surrounding properties and the local area
S6	Change of use of shops - safeguarding the amenities of shopping areas
S7	Change of use of shops in Parades
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Shopfronts (adopted in August 2006 and to form part of the emerging Local Development Framework documents).

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

23 adjoining owner/occupiers have been consulted. 4 letters of objection and a petition with 53 signatories have been submitted.

Letters of objection:

- (i) There is no need for a further food outlet in this parade;
- (ii) The use has commenced before the planning application was submitted;
- (iii) Insufficient parking has been provided;
- (iv) The use results in an increase in traffic;
- (v) Objections were raised against the two previous applications (restaurant and dental surgery)

- (vi) The use generates noise and disturbance which is harmful to adjoining residents;
- (vii) There has been an increase in litter and dumping of food waste

OFFICER COMMENTS: On point (i), the Council cannot refuse this application on the grounds that there is no need for a further food outlet. On point (ii), this application has been submitted to rectify the breach in planning control. Points (iii), (iv) and (vi) have been addressed in the report, point (v) is noted and point (vii) can be resolved through an appropriate planning condition should permission be granted.

Petition:

We the undersigned as residents of the London Borough of Hillingdon wish to state our objection to the application at 95A High Road Ickenham to provide a Takeaway Restaurant within the High Road parade and strongly oppose any attempt to grant Planning Permission either on a retrospective or any other basis.

We object to this outlet being granted Planning Permission on the following grounds.

Disabled Access

- The shop front does not comply with Part M of the Building regulations or BS8300
- There is no colour contrast between doors and frames
- The handles on the manually operated door are non compliant
- There is a stepped threshold
- There is a totally unacceptable ramp to the counter internally.
- There are no guard rails from falling of raised areas of the front of house waiting area.
- There is no disabled parking available either front or rear.
- It has been stated Planning support statement item 4.00 the shop front is similar to the Tesco Express. This is incorrect. Tesco's have automated doors and level access and thus accessible by wheelchair users and people with limited mobility and upper body strength. The applicant's proposals are not.
- Internal doors are not in accordance with Part M and opening against the flow of fire routes
- "A frame" notice boards on public footpath are a hazard to disabled people, in addition reduces the pavement width to all especially when delivering to outlets are in progress.

OFFICER COMMENTS: The shopfront is considered to relate satisfactorily with the appearance of the street scene. Matters under Part M can be resolved through Building Regulations and access has been provided via an internal ramp for wheelchair users. The matter relating to the 'A' board is a matter for highways enforcement.

Parking

- Insufficient Parking: This applies from both a residential aspect and from existing local business operators who are being impacted by not having sufficient parking for their customers and the detrimental impact on their business as a result of too many food outlets in a small parade.
- Dangerous Parking situations whereby takeaway customers double park in the cycle lane and carriageway within the High Road and gives rise to reversing, impeded sight lines within the Greenway.
- Insufficient off road parking for staff and employees
- Insufficient parking and loading for home delivery vans.
- Insufficient loading areas for general deliveries which are made at all times day and night.
- Nuisance, noise, antisocial driving practice, at speed, within The Greenway by Home delivery drivers at all times during the day and night. Speeding delivery cars/vans in a narrow residential road with a children's nursery opposite is unacceptable. Speed restrictors are required.
- Anti-social hours of refuse collection at between 4.00 and 6.00am within the residential road The Greenway.

- This is not a situation whereby the rear of the shops backs onto a service road but directly onto residential streets. All delivery activity has an impact on the residents as does 'on road' parking.
- The drawings clearly show one car parking space is available with the other area used for refuse. It is stated on the application two spaces are available and thus misleading statements have been issued. In any case, these cars will be required to reverse across the footpath which creates an unacceptable hazard due to congested parking along the greenway. It is again stated in Planning support statement item 4.00. This is clearly not the case. See drawing 1077-03. It is not possible to open the car door unless the adjoining premises parking spaces are used. That is if the car reverse in. If it simple drove in as most do then it would be parked on the adjoining owners land and is thus unworkable.
- The London Borough of Hillingdon has refused permission for a dental practice to serve the community's health and well being on the grounds insufficient parking therefore there is no justification to allow a fast food 'Takeaway' with all associated parking, delivery, collection and access issues.

Increased Traffic

- The increased traffic generated by customers, staff, delivery and home delivery vehicles from a second takeaway in the parade is unacceptable and a danger to road users and pedestrians alike. Dangerous situations and accidents are a common occurrence.
- The existing situation is being monitored and petitions in progress for road safety audits. The opening of two restaurants, two takeaways and Tesco's express has caused a considerable strain and a increase in dangerous situations and accidents. New traffic lights make the High Road a static gridlock and U turns and other dangerous situations arise. The area simple cannot take this level of traffic generated by addition fast food outlets and the resulting vehicular use.

OFFICER COMMENTS: The Highway Engineer has considered the impact of the development on the local highway network and on surrounding residential streets and concludes that the proposal does not result in a significant increase in traffic movement, congestion or lead to an increase in demand for on-street parking spaces.

Outstanding Planning Conditions:

Extract Ventilator Stack

- The extract stack to the side elevation produces unacceptable noise levels and prevents adjoining residents from sleeping at night and is a constant nuisance during the hours of 11.00am to 11.30pm (and later). A constant droning noise permeates the adjacent flats and is considered a statutory nuisance by the residents. This stack has been erected closer to the residential apartments than the previous application had indicated whereby it gained Planning permission and should be part of an enforcement notice. The stack does not rise one meter above the ridgeline and doesn't comply with good practice. The extract system runs through two separate units and maintenance issues exist which may be seen as a considerable fire hazard. All attempts to baffle the sound have been unsuccessful and is a continuing nuisance and annoyance to residents. Odours could not be monitored due to the overpowering odours of the Planet Boliwood restaurant and yet another extract system installed without Planning permission. The design of the stack is considered wholly inappropriate on the gable end of the parade. There is no precedent for gable end stacks on the parade and this massive silver stack is an eyesore for local residents whereby the rear gardens view is spoiled by this installation. The stack being a fire hazard is also located along a escape route from the first floor units. The external staircase (without planning permission) is in close proximity. Any fire in this location may impede escape from the upper units and possibly fire could penetrate the residential flank windows. The applicant's summary fails to address or record the fact the stack was erected some three metres closer to the residential units than indicated on the Planning applications which was approved in 2009 and has been in operation for some six months.

OFFICER COMMENTS: The Environmental Health Officer considers that the extract flue does not harm the amenities of nearby residents. The location of the flue is addressed in the report.

Noise, Litter and nuisance:

- Over and above the noise and nuisance caused by the extractor and deliveries within The Greenway residential area, the takeaway staff use the hard standing to the rear as a rest area. Talking, laughing, phone calls are undertaken at all hours of the day until 2.00am in the morning. Staff also loiter in The Greenway, sit on garden walls and enter private land. Delivery vans/cars use the Private car park as a turning circle before racing of to deliver food.
- Litter is experienced from the Takeaway along the Greenway and High Road. Customers eat in their cars whilst on double yellow lines, then throw cartons out of the window. Customers also sit on garden walls throwing their rubbish into the residential gardens and pavements.
- Insufficient refuse areas. Two blue container bins always overflowing with waste.
- The staff entrance being at the rear and within the residential area is unacceptable as staff collection by cars with radios on have been experienced at 2.30am. Staff entrance should be from the High Road only.
- Customers urinating in gardens and surrounding streets
- Antisocial behaviour
- Drunken customers from venues at the golf club and similar using late night food outlet (unknown if Late night food licence is in place if not should be refused on the same grounds).

OFFICER COMMENTS: Matter relating to litter, hours of operation and limiting the number of staff on the premises outside operating hours can be addressed by suitable planning conditions should permission be granted. The anti-social behaviour issues do not apply solely to the use of the application site, but are wider issues better addressed by Community Safety Officers and the Police..

Out of Character:

- The overall appearance is generally considered pleasing however the proliferation of fast food and convenience stores is considered out of keeping with the surrounding area and has resulted in a deterioration of the quality of life in the area and is discriminatory in respect of disabled people.

OFFICER COMMENTS: This is addressed in the report.

Pollution:

- Staff have been observed throwing oil down the road gullies on many occasions.
- Oil spills have been experienced and witnessed by police officers. The grease slick running the length of the Greenway over the pavements and has eroded the road finish tarmac.
- There is no spill prevention for oil such as bunds. Oil cans are store in the open on the hard-standing to the rear and not in covered storage. There is not any surface water drainage system (although the application states SW drains to the main drainage. This is not the case. Surface water spills from the flat roof on the extension (erected without Planning or Building regulation approval) onto the hard standing, which floods washing further grease, oil and refuse onto the pavement and road gullies.

OFFICER COMMENTS: The above matters are controlled through separate legislation and not under the Town & Country Planning Act. The street Scene Enforcement Team have been involved in addressing these issues.

Building regulations:

- Not compliant with Part M Approved documents
- No compliant with Part N Approved documents
- Not compliant with Part L Approved documents

OFFICER COMMENTS: The above matters can be addressed under the Building Regulations.

Health and Hygiene / Environmental Health:

- Rest room has no ventilation of natural daylight
- WC opens onto food preparation area
- Wash up facilities open onto food preparation area.
- No fire escape routes around fixed equipment
- No male/ female disable WC provision for staff
- Storage areas not segregated from food preparation area.
- No cleaners sink to serve front of house therefore dirty water brought through food preparation area. (requires separate 900 mm corridor)
- Fire routes are not 900mm clear
- Maintenance of extract systems unworkable and not independent.
- No grease traps or dowsing systems (known history of grease spills)
- Extracts and vents penetrate flat roof areas directly under an steel escape landing above and is a serious hazard in the event of fire.
- Very large rats have been sighted since this unit and the adjoining restaurant were opened
- Staff smoke in The Greenway and refuse areas at all hours which is anti-social, unhygienic and a fire risk. This sets off a security light which is a nuisance
- No cleaning cupboards to hold cleaning agents have been indicated and should be away from food preparation areas.

OFFICER COMMENTS: The above matters are controlled through separate legislation and not under the Town & Country Planning Act.

Observations:

- There is the provision of not only a shower yet a full bathroom to the back of house. This is most irregular for a restaurant and would suggest staff are staying on the premises and using the rest room as living areas. Staff has arrived and has not been seen to leave at night.
- The landlords extension is not part of the application. This structure was formally a covered roof area. It was built up under using the same substandard roof structure, no foundations, insufficient insulation, inadequate surface water provision and sub standard finishes. Photographs can be provided.
- A gas pipe runs over the flat roof over the kitchen area and is considered a fire and explosion hazard.
- It is brought to the attention of the Planning Officers reviewing this application that the businesses and associated interested parties operating within this parade has been subject to enforcement orders, environmental investigations, hygiene, fire, police involvement and building control violations. It is our opinion, deliberate and premeditated actions have been undertaken in constructing areas without planning or building control approval. Only under considerable pressure have the landlords and lease owners made retrospective applications and inaccurate and false information have been included in previous applications. It is also believed the landlord authorizing these works also has vested interests in the trading businesses. One business having vacated the adjoining unit and closed down and the units on the first floor having unauthorised Homes in multi occupation which under enforcement action with notice to decant. In addition remain unauthorised structures and installations are still in place with petitions for removal in progress.
- It is the opinion of the petitioners that the London Borough of Hillingdon should not continue with a policy of allowing the system to be manipulated and rewarded by retrospective approval. This sets an unacceptable precedent which has forced unnecessary stress on residents and a deterioration of the quality of life within the area. This is from both residential and existing small business points of view, who have lived in harmony in the past. The mutual cooperation, balance and use of the parade has been destroyed by allowing too many food outlets within a small local parade and predominantly residential area which will be further eroded by an additional new housing estate and possibly a high speed rail link which has change the character of the village from suburban to urban

environment. We would therefore trust the Local Authority will refuse this application.

- There are two takeaways, A Tesco Express, Two Asian restaurants, Golf Club Hotel, Further takeaway food outlets at West Ruislip station and Ickenham has considerable restaurants, cafe and takeaway business base. There is no social need for additional outlets in the close proximity especially when outlets back onto a residential areas without a service road for deliveries and parking in place.

OFFICER COMMENTS: The above matters are noted. The need for the use is not a material planning consideration.

Ickenham Residents' Association:

Being aware of one of our committee member's personal response (Mr. David Harding) to this application we concur with the general thrust of his email dated 18.10.10 in response to this new application for change of use. Although not stated, the shop as alluded to in this application already exists and has been operating for some 6 months and we can only assume that it is a retrospective application. Should this be the case, then we feel the application should express this clearly.

In addition we do not feel the need for yet another fast food outlet in this area and therefore, if this was a first time application, we would oppose it.

Obviously, Mr. Harding being a local resident in the immediate vicinity of this outlet is well placed to make valid comments.

OFFICER COMMENTS: The above matters are noted. The need for the use is not a material planning consideration.

Internal Consultees

Waste Management:

a) The application is for a fast food take-away.

One x 1,100 litre type of bulk bin is needed to safely and hygienically contain the waste arising from this area. This design of bin has dimensions are:

Bin Size: 1,100 ltr Eurobin

Height: 1,370mm

Depth: 990mm

Width: 1,260mm

Further bins could be required for the separation of waste for recycling.

b) The bulk bin should be sited on an area of hard-standing, with a smooth surface, so that it can be washed down with water and disinfectant. The surface should be cambered so the run off follows towards a proper drain.

c) The collectors should not have to cart a bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). The 26 tonne refuse collection vehicle would therefore have to access the site from The Greenway.

d) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the path is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

e) The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

Highways:

The site is located on the eastern side of High Road Ickenham which is a Borough secondary Distributor Road and is designated as a Local distributor Road in the Council's UDP.

The site is situated approximately 150m from West Ruislip Station and embedded as part of a shopping parade in High Road Ickenham, with an approximately 50m parking lay-by starting from the corner of The Greenway/ High Road, stretching south outside the parade of shops. The High Road is part of the London Transport bus route and the area is served by several buses.

As per the application form, the proposed take away restaurant would employ 6 full time and 3 part time staff, with proposed opening hours of 12.00 noon -23.00 Monday-Sunday, and has a rear access from The Greenway leading to the yard at back. The nearby customers are likely to walk to the proposed Take away restaurant. Some trips to/from the site are likely to be linked with those already in the vicinity. The lay-by in front of the site could be used for parking by customers for a short period of time for collection of food.

There are also other on-site parking facilities in the vicinity and the peak traffic and car parking associated with the application is likely to be at times outside the normal highway network peak periods and also at times when most retail units in the parade have ceased trading.

However the applicant have failed to provide sufficient information in the Design and access statement accompanied with current application with regards to the proposed cycle stands, as required by the policy AM9 (iii) of the Council's UDP. The adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) cycle parking standard stipulate a requirement of 6 spaces, however considering that it would likely to be used by staff only, a lower provision of 4 spaces would be acceptable.

No objection is raised on the highways aspect of the proposals subject to applicant providing details of covered and secure cycle storage for 4 no. cycles and a suitable condition being attached restricting vehicles associated with any delivery service from the site to park within the rear parking area.

Environmental Protection Unit:

No objections to this proposal.

EPU complaint history:

Complaints of alleged noise nuisance have been lodged by local residents against this premises whilst trading as Ickenham Rendezvous Oriental Cuisine. These were first received in May 2010. Other matters have been raised such as concerns over the storage of waste cooking oil at the rear of the premises prior to collection and general noise from delivery staff. It is important to note that some of the complaints received by the EPU may have been attributable to the next door premises, Planet Bollywood at 97 High Road, which it is believed has ceased trading.

In summary:

- a statutory noise nuisance was witnessed from the operation of the extractor fan serving No. 95 and informal action from the EPU has resulted in the leaseholder addressing the noise issue by requiring the fan manufacturer (ELTA) to replace the unit. This was identified to be out of balance giving rise to a tonal irregularity. In the short term the fan speed was adjusted downwards to provide mitigation and more recently the fan has been replaced. Further complaints have not been received following this informal action.
- no odour nuisance has to date been witnessed from the extraction system serving Number 95.
- a complaint was received that staff are causing disturbance surrounding the operation of

deliveries from the rear of the premises. The need for staff to be respectful of neighbouring residential dwellings was communicated to the premises by EPU.

- an isolated report of night-time waste collections was received by EPU however this has not been substantiated. This is subject to an existing condition on the premises restricting this activity.

- following complaint regarding waste oil disposal, interventions from the Street Scene Enforcement Team have resulted in Number 95 changing their waste cooking oil collection arrangements with a view to a more frequent collection. An incident involving a spillage resulted in a clean-up operation by the premises.

Should this proposal be recommended for approval conditions relating to the extractor unit, hours of operation, sound insulation, deliveries/collection and litter are recommended.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within a local parade. Table 8.1 defines parades as:

"Groups of shops which provide at least 3 essential local shop uses and other retail and service uses for people living or working within a walking distance of around 800m."

Local shopping parades serve an important role in providing convenience shopping that caters for the needs of local residents. Paragraph 8.22 of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) seeks to ensure that all residential areas are within half a mile of a least 5 essential shop uses, although not necessarily within the same parade. The LPA seeks to protect vulnerable parades and corner shops which have a particularly important role for the local community and to provide opportunities for the establishment of new essential shop uses in existing class A1 premises. Ideally there should be no less than 3 (essential shops) in the smaller parades and a choice of essential shops in the larger parades.

Policies S6 and S7 seek to maintain the amenity and vitality of shopping areas by maintaining a range of A1 units appropriate to the size of the parade. Following a survey in November 2010, the parade contains a Tesco Express. Furthermore, Ickenham Local Centre is some 620m south west of the application property. It is therefore considered that the level of shop uses in this parade and in the nearby Ickenham Local Centre are adequate to maintain the convenience shopping needs of local residents in accordance with Policy S7 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007). It should also be noted that the proposal does not involve the loss of a retail unit, given that the authorised use of the premises was as General Industrial (B2) and that in 2007 planning permission was granted for its use as a Restaurant (A3).

7.02 Density of the proposed development

This is not applicable to this application.

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

This is not applicable to this application.

7.04 Airport safeguarding

This is not applicable to this application.

7.05 Impact on the green belt

This is not applicable to this application.

7.06 Environmental Impact

The environmental impact of the development is addressed at section 07.08 of this report. The Environmental Protection Unit has raised no objections to the siting of the existing flue.

7.07 Impact on the character & appearance of the area

The new shopfront is acceptable and does not harm the appearance of the existing building, the terrace of properties or the character and appearance of the street scene. The proposal accords with policies BE13, BE15 and BE28 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Hillingdon Design & Accessibility Statement (HDAS): Shopfronts.

Whilst the flue is no longer the subject of this application, members should note that condition 3 of planning permission ref: (ref: 63005/APP/2007/1175), for the sub-division of 95 and 97 High Street to form separate units and the change of use of 97 High Street to class A3 (Restaurant, snack bar, cafe), required details of extract equipment to be submitted prior to installation. The details submitted involved the installation of a flue on the flank elevation of 97 High Street. This flue was shown set further forward towards the High Street than that which currently exists, and extended to a point immediately below the roof ridge. These details were approved in September 2009 (ref: 63005/APP/2009/717). Given this the principle of siting an extract duct on this flank has already been approved.

7.08 Impact on neighbours

There are residential properties above and adjacent to the application site. The Environmental Health Officer raises no objections subject to conditions to ensure that sufficient details relating to the external flue is submitted to protect the residential amenities of nearby residents from odour nuisance and noise vibration. Further conditions relating to hours of operation and deliveries will also assist in protecting against late night noise and disturbance.

Given the comments of the Environmental Health Officer, the proposal, subject to the above mentioned conditions, is considered to comply with Policies S6 (iii) and OE1 of the Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.09 Living conditions for future occupiers

This is not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The site is situated approximately 150m from West Ruislip Station and embedded as part of a shopping parade in High Road Ickenham, with an approximately 50m parking lay-by starting from the corner of The Greenway/ High Road, stretching south outside the parade of shops. The High Road is part of the London Transport bus route and the area is served by several buses.

There is one off-street parking space associated with the application premises, located in the rear yard, accessed from The Greenway. This is used by staff. The Highway Engineer advises that nearby customers are likely to walk to the take away restaurant. Some trips to/from the site are likely to be linked with those already in the vicinity and the lay-by in front of the site could be used for parking by customers for a short period of time for collection of food.

It is further advised that there are also other on-site parking facilities in the vicinity and the peak traffic and car parking associated with the application site is likely to be at times outside the normal highway network peak periods and also at times when most retail units in the parade have ceased trading.

Given the above, it is unlikely that the use will generate a significant increase in traffic or result in a noticeable increase in demand for on-street parking.

No details of cycle parking provision have been provided. The use generates a

requirement for 6 spaces, however considering that the cycle stands would be used by staff only, a lower provision of 4 spaces would be acceptable. This can be secured by way of an appropriate planning condition should permission be granted.

The development complies with policies AM2, AM7, AM9 and AM14 of the Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

These are addressed elsewhere in this report.

7.12 Disabled access

The shopfront entrance is at grade and an internal ramped access is shown on the submitted plans. This allows access for disabled users.

7.13 Provision of affordable & special needs housing

This is not applicable to this application.

7.14 Trees, Landscaping and Ecology

This is not applicable to this application.

7.15 Sustainable waste management

An external refuse compound is located in the rear yard accessed via the existing service road. The compound is of a sufficient size to meet the Council's waste management standards.

7.16 Renewable energy / Sustainability

This is not applicable to this application.

7.17 Flooding or Drainage Issues

This is not applicable to this application.

7.18 Noise or Air Quality Issues

Whilst the use of the premises for a take away will inevitably result in some noise, it should be remembered that the previous use of the premises was for General Industrial (B2) without any restrictive conditions relating to hours of use or operation, deliveries, sound insulation, etc. Given this situation and the fact that permission has previously been granted for a restaurant use on the premises, it is considered that the proposal will not lead to any undue noise or disturbance over and above that which would have accrued from the authorised and subsequently approved use of the premises. Given this, the proposal, subject to the above mentioned conditions, is considered to comply with Policies S6 and OE1 of the Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.19 Comments on Public Consultations

These are addressed above at section 06.1.

7.20 Planning Obligations

This is not applicable to this application.

7.21 Expediency of enforcement action

This is not applicable to this application.

7.22 Other Issues

There are no other relevant planning issues.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

This is not applicable to this application.

10. CONCLUSION

For the reasons outlined above and that the proposal accords with the aforementioned policies of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007), this application is recommended for approval.



11. Reference Documents

Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)

Contact Officer: Sonia Bowen

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. All rights reserved. London Borough of Hillingdon 100019283 2011</p>	<p>Site Address</p> <p align="center">95 - 97 High Road Ickenham</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Planning, Environment & Community Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">63771/APP/2010/2174</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">North Page 114</p>	<p>Date</p> <p align="center">January 2011</p>	

Report of the Head of Planning & Enforcement Services

Address 8 ST MARTINS APPROACH RUISLIP

Development: Single storey rear extension, involving demolition of existing garage.

LBH Ref Nos: 44613/APP/2010/2283

Drawing Nos: BL/2010/1
BL/2010/3

Date Plans Received: 29/09/2010 **Date(s) of Amendment(s):**

Date Application Valid: 22/10/2010

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the east side of St Martins Approach and comprises a two storey semi-detached house with a detached garage to the rear along the northern side boundary, forming a pair of semi-detached garages with that at 10 St Martins Approach. The attached house, 6 St Martins Approach, lies to the south and has not been extended. To the north lies 10 St Martins Approach, also a two storey semi-detached house. The street scene is residential in character and appearance comprising two storey semi-detached houses of similar design, with pairs of semi-detached garages to the rear, and the application site lies within the Moat Drive Area of Special Local Character, as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007). The application site is also covered by an Archaeological Priority Area.

1.2 Proposed Scheme

It is proposed to erect a part single storey rear extension involving the demolition of the existing garage. An application for a larger single storey rear extension was refused planning permission in June 2010. The applicant attempts to overcome the previous reasons for refusal by reducing the width and depth of the rear extension, and by replacing the dummy-pitch roof previously proposed with a pitched roof. The single storey rear extension would be in set 250mm from the side boundary with 10 St Martins Approach. It would measure 4.38 wide, 4.96m deep and finished with a ridged roof, 2.6m high at eaves level and 3.65m high to ridge level.

The proposed extension would be attached to the rear elevation of the original house via a link extension measuring 1.65m wide, 1.2m deep and finished with a ridged roof 3.4m high at its highest point. The single storey rear extension would comprise a hall (with side doors), w.c and kitchen (with front and rear windows and side doors). An additional parking space measuring 2.0m wide and 3.8m deep is provided in the front garden of the

application property.

The previously refused application proposed a part single storey rear extension incorporating the existing detached garage. It was shown to measure 4.6m wide, 6.7m deep and finished with a flat roof with dummy pitches on all sides, 2.6m high at eaves level and 3.6m high at its highest point. The proposed extension was shown to be attached to the rear elevation of the original house via a link extension measuring 1.7m wide, 1.2m deep and finished with a ridged roof 3.4m high at its highest point.

1.3 Relevant Planning History

44613/APP/2010/2287 8 St Martins Approach Ruislip

Single storey side extension with 2 rooflights (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 25-11-2010 Approved **Appeal:**

44613/APP/2010/697 8 St Martins Approach Ruislip

Conversion of roof space to habitable use to include a rear dormer with Juliette style balcony (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 27-05-2010 Approved **Appeal:**

44613/APP/2010/699 8 St Martins Approach Ruislip

Erection of a part single storey rear extension.

Decision Date: 07-06-2010 Refused **Appeal:**

Comment on Planning History

Planning permission (ref: 44613/APP/2010/699) for erection of a part single storey rear extension was refused on 7 of June, 2010 for the following reasons:

The proposed part single storey rear extension by reason of its size, siting, roof design, appearance and length of projection in relation to the original house, would result in a disproportionate and incongruous addition that would fail to appear subordinate to the appearance of the original house. It would be detrimental to the appearance of the original house and would detract from the character and appearance of the street scene and surrounding area generally, and the character and visual amenities of the Moat Drive Area of Special Local Character, contrary to Policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies 2007) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

External: 10 neighbouring properties, the Ruislip Residents Association and Ruislip Village Conservation Panel have been consulted. One letter of objection has been received which states the following:

1. The garage has been described as detached when it is semi-detached to the garage at no.10;
2. There is no tarmac in the front drive, it is crazy paved. Nobody in the six semi-detached houses have dug up the front gardens;
3. All the garages have flat roofs and the proposal would result in an unbalanced appearance. The proposed roof is entirely out of character;
4. Concern is expressed over drainage and damage to the garage at no.10.
5. The proposed roof is out of character;

Case officer comments: Points 1, 2, 3 and 5 have been addressed in the main body of the report, and as for point 4 above, this is not a material planning consideration.

English Heritage: the present proposal is not considered to have any affect on any significant archaeological remains.

Internal:

Urban Design/Conservation Officer:

Background: The site falls within the Moat Drive ASLC and is adjacent to the Ruislip Village CA. The property is semi-detached, probably 1940s, and is similar to the adjacent properties in the street scene. There is an existing garage set back from the street and is attached with the garage of No 10.

Comments: This is a revision for a previously refused scheme. Following the comments made, the extension has been reduced in depth, to be in line with the adjacent garage. The roof form has also been revised to a hip. In parallel, the applicant has also submitted an application for Certificate of Lawful Development (CLD) for a side extension.

Whilst there would be no objections to the rear extension itself, it is felt that the link between the main house and the extension relates poorly to the existing single storey lean to rear extension across the width of the house. This, together with the slightly higher roof of the extension results in an incoherent roof form. In this instance, however, we would not wish to object to the same as this would not be visible from the street scene.

Ideally, the rear extension should be assessed with the proposed side extension under CLD, and should be in relation with the proposed rear extension. Since this extension is within permitted development rights, we would not wish to raise an objection in this instance.

Conclusion: Not ideal but acceptable in this instance.

Case Officer Comments: Whilst the comments of the Conservation officer are noted, the issue relating to the impact of the proposed extension on the character and appearance of the property and the ASLC are covered in the main report. With regard to considering the application in conjunction with the CLD application, it is the case that each application has to be considered on its own merits, regardless of whether the side extension is lawful or not.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE1	Development within archaeological priority areas
BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework): 3.0-Rear Extensions and Conservatories: Single Storey. 11.0-Front Gardens and Parking.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the proposal on the character and appearance of the original house, visual amenities of the street scene, surrounding area and the Moat Drive Area of Special Local Character, and on residential amenity.

The proposed single storey rear extension has been reduced in depth and width and whilst the depth and height exceed HDAS guidance, it should be noted that the proposal is a reduction in depth on the existing garage footprint. In terms of the height, the main roof is designed as a hip and thus it is only a small proportion of the overall size of the roof that exceeds the normal 3.4m limitation. Given its location to the rear and its limited visibility within the street scene it is considered that it would be difficult to justify a refusal on the scale and size of the extension. In terms of the link between the main house and the extension, this roof is set between the existing single storey lean to rear extension across the width of the house and the proposed rear extension. It would not be visible from the street and whilst it would be visible from the two adjoining properties, its appearance is considered acceptable in terms of the limited impact it would have on the appearance of the property and the street scene.

The pair of semi-detached garages to the rear of houses in the street are very similar in

design and form part of the character and visual amenities of the street scene. Their flat roof design helps to minimise their impact on the street scene. The proposal, whilst it would have a limited impact on the character and appearance of the existing property, would have little impact on the character of the street scene or the Moat Drive Area of Special Local Character and is thus considered to comply with policies BE5, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

The proposed extension would be over 4.4m from the side boundary with 6 St Martins Approach and the existing garage at 10 St Martins Approach would screen the impact of the proposed development from that house. Therefore, it is considered that the proposal would not harm the residential amenities of adjoining occupiers through overdominance, visual intrusion or overshadowing. No windows are proposed facing 10 St Martins Approach and the existing side boundary with 6 St Martins Approach would prevent overlooking from the French windows facing that house. The windows and doors to the rear extension would provide an adequate outlook and natural light to the rooms they would serve. As such, the proposal would comply with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and the London Plan (2008) Policy 4A.3.

In terms of policy AM14 of the saved UDP, September 2007, the dimensions of the new parking bay in the front garden do not comply with the Council's adopted parking standards (2.4m wide and 4.8m deep). However, the existing side drive to the application property is of a width and length that accommodates two parking spaces, in accordance with Council parking standards. In accordance with policy BE38 of the saved UDP, September 2007 and paragraph 11.2 of the HDAS: Residential Extensions, some 25% of the front garden would remain as soft landscaping.

In accordance with policy BE23 of the saved UDP, September 2007, over 100sq.m of private amenity space would be retained.

6. **RECOMMENDATION**

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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 M2 External surfaces to match existing building

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 RPD1 No Additional Windows or Doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 6 St Martins Approach.

REASON

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

INFORMATIVES

Standard Informatives

- 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 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.

BE1	Development within archaeological priority areas
BE5	New development within areas of special local character
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework): 3.0-Rear Extensions and Conservatories: Single Storey. 11.0-Front Gardens and Parking.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning, Environment and Community Services, Building Control,
3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all

vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
- carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

- 9 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.


- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

 Site boundary
For identification purposes only.

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London Borough of Hillingdon
100019283 2011

Site Address	
8 St Martins Approach Ruislip	
Planning Application Ref:	Scale
44613/APP/2010/2283	1:1,250
Planning Committee	Date
North Page 124	January 2011

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 95A HIGH ROAD ICKENHAM

Development: 1x internally illuminated fascia sign to front and 1x internally illuminated projecting sign.

LBH Ref Nos: 63007/ADV/2010/59

Drawing Nos: 1007-05
Planning Statement
1007-06
1007-02
1007-01
1007-03
1007-04

Date Plans Received: 14/09/2010 **Date(s) of Amendment(s):**

Date Application Valid: 07/10/2010

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the north west side of High Road Ickenham and comprises a ground floor commercial unit in use as a hot food take-away, forming part of a terrace of 9 units, with residential above. To the north east lies 97 High Street and to the south west lies 93 High Street. The street scene comprises a mix of commercial and residential properties and the application site lies within the developed area, as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

1.2 Proposed Scheme

Advertisement consent is sought for the retention of an internally illuminated box fascia and projecting signs.

The fascia sign is located on the fascia panel, measures 4.7m x 0.7m x 0.2m deep and is internally illuminated by fluorescent tubes.

The projecting sign is located along the right side of the fascia panel, measures 0.7m x 0.6m x 0.12m and is also illuminated by fluorescent tubes.

1.3 Relevant Planning History

63007/APP/2007/1177 95 High Road Ickenham

SUB-DIVISION OF GROUND FLOOR AND CHANGE OF USE FROM CLASS B2 (GENERAL INDUSTRY) TO CLASS A3 (RESTAURANTS, SNACK BARS, CAFES) FOR USE AS A RESTAURANT AND INSTALLATION OF NEW SHOPFRONT.

Decision Date: 29-06-2007 Approved **Appeal:**

63007/APP/2008/2649 95 High Road Ickenham

CHANGE OF USE FROM CLASS B2 (GENERAL INDUSTRY) TO CLASS D1 (NON-RESIDENTIAL INSTITUTIONS) FOR USE AS A DENTAL PRACTICE AND INSTALLATION OF A NEW SHOPFRONT AND ALTERATIONS TO REAR ELEVATION

Decision Date: 07-11-2008 Refused **Appeal:**

Comment on Planning History

The use of the premises as a hot food take away is unauthorised and is the subject of a separate planning application, also on this agenda.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

26 adjoining owner/occupiers and the Ickenham Residents' Association (x2) have been consulted. 2 letters of objection has been received, however the comments relate to the use of the premises rather than the signage.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE27 Advertisements requiring express consent - size, design and location

BE29 Advertisement displays on business premises

HDAS Shopfronts

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the proposal on the character and appearance of the street scene, on pedestrian and highway safety and on residential amenity.

The signs are considered to be acceptable and are not considered to be visually intrusive on the appearance of the building and the street scene. They are not out of character with this type of building in this location. The form of illumination is static and therefore does not harm the residential amenities of nearby residents or public safety. Therefore the proposal complies with policies BE27 and BE29 of the adopted Hillingdon Unitary

Development Plan (Saved Policies September 2007) and the Hillingdon Design & Accessibility Statement: Shopfronts.

6. **RECOMMENDATION**

APPROVAL subject to the following:

1 ADV1 Standard Advertisement Conditions

i) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

ii) No advertisement shall be sited or displayed so as to:-

(a) Endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) Obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air or;

(c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

REASON

These requirements are deemed to be attached by Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

2 ADV4 Intensity of Illumination - specified

The intensity of illumination of the advertisement(s) shall not exceed 600 candelas per metre².

REASON

To ensure that the brightness of the proposed advertisement(s) will not have an adverse effect on the amenities of the area and to avoid distraction to passing motorists in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 ADV7 Type of Illumination

The illumination of the signs is to be by fixed and constant lights and not by lights which are, or appear to be, intermittent, moving, flashing or vibrating.

REASON

In order to protect the visual amenity of the area and highway safety in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).


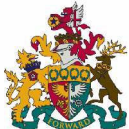
INFORMATIVES

- 1** The applicant is advised that this consent relates only to the fascia and projecting signs. It does not relate to the use of the premises, the shopfront or any other external works or alterations.

Contact Officer: Sonia Bowen

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. All rights reserved. London Borough of Hillingdon 100019283 2011</p>	<p>Site Address</p> <p align="center">95A High Road Ickenham</p> <p>Planning Application Ref: 63007/ADV/2010/59</p> <p>Planning Committee North Page 129</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Planning, Environment & Community Services</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p> <p align="center">  HILLINGDON <small>LONDON</small> </p>
	<p>Scale</p> <p align="center">1:1,250</p>		
	<p>Date</p> <p align="center">January 2011</p>		

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Report of the Head of Planning & Enforcement Services

Address	FORMER MILL WORKS BURY STREET RUISLIP
Development:	Variation of condition 4 (to enable erection of two garages to Plots 2 and 3) of planning permission ref: 6157/APP/2009/2069 dated 02/03/2010: Erection of 66 dwellings comprising 2, three-storey apartment blocks providing 30 apartments (1 studio; 5 one- bedroom; 21 two-bedroom; and 3 three-bedroom units) and 32 three-bedroom and 4 four-bedroom houses with associated car parking, landscaping and access (involving the demolition of existing buildings.)
LBH Ref Nos:	6157/APP/2010/2384
Drawing Nos:	S_01 S12 Rev. B S13 Rev. A S_04 S15 Rev. C S_06 Rev. A S_07 (Shadow Diagrams) SEC01 S16 SEC_03 Rev. A S14 Rev. A S17 Rev. A S18 Rev. C P01 Rev. C H_01 Rev. B H_02 Rev. C H_03 Rev. E H_04 Rev. A H_05 Rev. A H_06 Rev. D H_07 Rev. A H_08 Rev. B H_09 Rev. A F_PLN_01 Rev. F F_ELE_01 Rev. D F_ELE_02 Rev. D P_01 Proposed Aerial Perspective P_02 Proposed View From Playing Fields P_03 Proposed View From Youth Centre P-04 Proposed View From The Barn P_05 (Existing Aerial) P_06 Existing View From Playing Fields P_07 Existing View From Youth Centre P_08 Existing View From Barn 1235/001 Rev. B (Landscape Master Plan) Design and Access Statement Sustainability Statement Transport Assessment Noise Impact Assessment

Arboricultural Method Statement
Arboricultural Implications Assessment
Employment Land Study
Flood Risk & Drainage Assessment 131211-R2(3)
Phase II Site Investigation May 2008
Update Site Contamination Report
Public Consultation Document
Archaeological Evaluation Report
Bat Survey Report and Initial Ecological Appraisal September 2009
Addendum to Design and Access Statement
Planning Statement
Addendum to Planning Statement
Accommodation Schedule

Date Plans Received: 08/10/2010 **Date(s) of Amendment(s):**

Date Application Valid: 08/10/2010

1. SUMMARY

This is a S73 application to make minor material amendments to the approved scheme for 66 residential units at the former Mill Works Site. The application seeks to vary condition 4 of planning permission ref: Ref:6157/APP/2009/2069, to enable changes to be implemented to the consented development, involving the inclusion of 2 detached garages to serve plots 2 and 3, located in the north east corner of the site.

The inclusion of the detached garages is supported, having regard to the scale and nature of the built development, the opportunity for new tree planting and the limited impact the proposal will have on the Ruislip Village Conservation Area. The development would not detract from the amenities of future or surrounding occupiers. The application is therefore recommended for approval.

Subject to conditions originally imposed, in so far that they are still relevant to the scheme and still capable of being discharged, and a Deed of Variation to the S106 Agreement, the application is recommended for approval.

2. RECOMMENDATION

That authority be given to the Head of Planning, Trading Standards and Environmental Protection, to determine the application under delegated powers, subject to the completion of a Deed of Variation to planning permission Ref: 6157/APP/2009/2069, to be entered into, to insert the new planning reference number into the existing Agreement and subject to the conditions on the original planning permission, in so far that these are still relevant and are still capable of being discharged.

1 T8 Time Limit - full planning application 3 years

The development hereby permitted shall be begun before 1/3/2013.

REASON

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

2 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) fenestration and doors
- (ii) timber cladding (including details of finishes)
- (iii) balconies
- (iv) boundary walls and railings
- (v) porches/canopies
- (vi) timber pergolas/car barns
- (vii) external lighting
- (viii) comprehensive colour scheme for all built details

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M3 Boundary treatment - details

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected, including the provision of acoustic fencing to the rear boundary adjoining No.25 Bury Street. The boundary treatment shall be completed before the buildings are occupied, or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved listed in the attached schedule, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

For the avoidance of doubt and to ensure that the external appearance of the development is satisfactory and complies with Policies BE4, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 OM2 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 relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 TL1 Existing Trees - Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Existing and proposed site levels.
- (ii) Routes of any existing or proposed underground works and overhead lines including their manner of construction.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL2 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plan 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 construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 TL3 Protection of trees during site clearance and development

No site clearance work or construction work shall be commenced until the tree protection measures shown on plan No. ASH17062 - 03A have been erected in accordance with the approved details. Unless otherwise agreed in writing by the Local Planning Authority, such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 1. There shall be no changes in ground levels;
- 2. No materials or plant shall be stored;
- 3. No buildings or temporary buildings shall be erected or stationed.
- 4. No materials or waste shall be burnt; and
- 5. No drain runs or other trenches shall be dug or otherwise created, without the prior

written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall be based on the Landscape Master Plan ref:xx and shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

12 OM5 Provision of Bin Stores

The secure and screened storage facilities for refuse and recyclables as shown on the approved plans shall be provided prior to the occupation of any units within the site and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 OM11 Floodlighting

No floodlighting or other form of external lighting (including street lighting) shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and in the interests of highway safety, in accordance with Policies BE13 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) London Plan (February 2008) Policy 4B.1.

14 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998

to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

15 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s), including roof alterations, nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not detract from the character of the Ruislip Village Conservation Area or result in a significant loss of residential amenity in accordance with Policies BE4 and BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate) must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

17 H7 Parking Arrangements (Residential)

The parking areas (including where appropriate, the marking out of parking spaces) including any garages and car ports shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained and used for no other purpose.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

18 A21 Parking for Wheelchair Disabled People

A minimum of 9 parking spaces shall be reserved exclusively for people using wheelchairs and clearly marked with the Universal Wheelchair Symbol both vertically and horizontally. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs

provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances.

19 H16 Cycle Storage - details to be submitted (Residential)

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 66 cycles in total, including provision for the houses within their own curtilage, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

20 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

21 DIS5 Design to Lifetime Homes Standards & to Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

22 SUS1 Energy Efficiency Major Applications (full)

The development must achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation, in accordance with the submitted Sustainability Statement dated 26/11/2009. The measures shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London

Plan (February 2008).

23 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding, in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

24 AR3 Sites of Archaeological Interest - scheme of investigation

No development shall take place until the applicant, their agent or successor in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved scheme. The archaeological works shall be carried out by a qualified body to be agreed with the Local Planning Authority.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

25 NONSC Non Standard Condition

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), 131211-R2(3), November 2009 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change, to 14l/s so that it will not increase the risk of flooding off-site.
2. Provision of approximately 370m³ of storage on site to attenuate the 1 in 100 year storm event, taking into account the effects of climate change.
3. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
4. Provision of SUDS techniques, to achieve the above, including swales, filter strips, detention basins, permeable paving and subsurface storage.

REASON

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, to reduce the risk of flooding to the proposed development and future occupants and to ensure that the statutory functions of the Environment Agency are not prejudiced, in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.17 of the London Plan (February 2008).

26 NONSC Non Standard Condition

The development shall not be occupied until the hardstanding area has been laid out, surfaced and drained in accordance with details first submitted to, and approved in

writing by, the Local Planning Authority and shall be permanently maintained thereafter.

Reason: To avoid surface water from private land to drain onto the highway or discharge into the highway drainage system.

27 NONSC Non Standard Condition

In accordance with the Sustainability Statement dated 26 November 2009 by Bluesky Unlimited and unless otherwise agreed in writing by the Local Planning Authority:

a) The development hereby permitted shall be built to a minimum of Level 3 of the Code for Sustainable Homes (or its successor);

b) No development shall take place until a Design Stage assessment (under the Code for Sustainable Homes or its successor) has been carried out and a copy of the summary score sheet and Interim Code Certificate have been submitted to and approved in writing by the Local Planning Authority;

c) Prior to the first occupation of the development, a copy of the summary score sheet and Post Construction Review Certificate (under the Code for Sustainable Homes or its successor) shall be submitted to the Local Planning Authority verifying that the agreed standards have been met.

d) The development should be designed to achieve a whole home water efficiency standard of 105 litres/head/day (equivalent to level 3/4 within the Code for Sustainable Homes).

REASON

To ensure the development proceeds in accordance with the Sustainability Statement and to meet the policy aims of Policy A4.3 and Policy A4.16 of the London Plan.

28 N1 Noise-sensitive Buildings - use of specified measures

Development shall not begin until a scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

29 NONSC Non Standard Condition

Before development commences, a scheme of proposed noise mitigation measures shall be submitted to and approved by the Local Planning Authority. This scheme shall include acoustic ventilators in windows to ventilate the rooms without being opened and secondary or triple glazing in the windows of the elevations facing onto Bury Street and Ruislip Youth Centre, with standard openable thermal glazing provided elsewhere. The approved scheme shall be provided prior to the occupation of any of the residential units, and thereafter be permanently maintained and retained as such. All works shall be carried out in manner consistent with the recommendations of the report titled Noise

Impact Assessment of Surrounding Area on proposed Residential Development at Bury Street Reference PC-09-0111-RP1-Rev A. The term 'habitable rooms' means any rooms within a residential unit other than dedicated kitchens, bathrooms, utility rooms, storerooms and cupboards.

REASON

To ensure that the amenities of occupiers are not prejudiced by road traffic and mixed use noise in the immediate surroundings in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

30 NONSC Non Standard Condition

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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 inline with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

31 SUS8 Electric Charging Points

Before development commences, plans and details of two electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

32 NONSC Non Standard Condition

Development shall not begin until details of the method of control for the designation and allocation of parking spaces to individual properties including the flats and for their sole use has been submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure that sufficient parking is provided, in accordance with Policy AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

33 NONSC Non Standard Condition

No development shall take place until details of all balconies, including obscure screening have been submitted to and approved by the Local Planning Authority. The

approved screening, where necessary, shall be installed before the development is occupied and shall be permanently retained for so long as the development remains in existence.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the privacy of residents in accordance with Policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

34 NONSC Non Standard Condition

Details of supervision of tree protection in relation to the approved development referred to in the approved Arboricultural Impact Appraisal and Method Statement, together with a programme of arboricultural input/works shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

35 NONSC Non Standard Condition

Development shall not commence until details of the children's play area have been submitted to and approved in writing by the Local Planning Authority. The details shall include surface treatments, means of enclosure, lighting and associated infrastructure, including play equipment. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that adequate facilities have been provided and that the development presents a satisfactory appearance, in accordance with Policies BE13, BE23 and R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

36 SUS6 Green Travel Plan

Prior to the commencement of the development hereby permitted a Travel Plan covering a period of not less than 10 years shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008).

37 NONSC Non Standard Condition

Prior to development commencing, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall detail how the refuse and recycling bins for units 35 and 36 shall be moved to a predefined collection point. The approved measures shall be implemented and maintained for so long as the development remains in existence.

REASON

To safeguard the amenity of surrounding areas and in the interests of highway and pedestrian safety, in accordance with Policies OE1 and AM7 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

38 NONSC Non Standard Condition

On completion of the new access herein approved, all redundant dropped kerbs shall be removed and the footway/s reinstated to the satisfaction of the Local Planning Authority.

REASON

In the interests of highway safety and in compliance with Policy AM7 of the Hillingdon Unitary Development Plan.

39 NONSC Non Standard Condition

The access for the proposed development shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and the visibility splays shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

Reason: In the interest of highway safety.

40 NONSC Non Standard Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the dwelling hereby approved facing No.25 Bury Street and within the flank wall of the new dwelling on Plot 2 facing the new dwelling on Plot 3.

REASON

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

INFORMATIVES

1

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. With regard to water supply, this comes within the area covered by the Three Valleys Water Company.

2

Specific security needs identified for the application site include the following:

1. CCTV coverage of certain key areas within the development, namely the Children's

Play Area and the Promenade by the Pond, the main vehicular entrance to the development. This could be a simple fixed camera system for deterrence and retrospective investigation only and not monitored system.

2 Railing off green spaces to prevent vehicles mounting /damaging the grass and conversely children running into or damaging cars. The central open space areae should be railed and bollarded off to prevent cars parking all over it.

4. In the dwelling houses, provisions should be made for house-holders to accommodate their bicycles within their gardens. This will reduce the number of large unused bike stores.

5. The scheme need to incorporate defensible space around the ground floor flats.

6. Details of bin stores, cycle stores and car barns should be provided.

7. Gates and fencing to rear gardens to be flush with the building line.

8. Gates to be of robust construction with mortice locks.

9. Natural survelance should be provided where possible.

You are advised to submit details to expedite the specified security needs in order to comply with Condition 15 of this planning permission.

In addition to the above, for this site to achieve 'Secured by Design' accreditation, you are advised to consult with the local Police Crime Prevention Design Adviser (CPDA). The CPDA's contact number is 0208 246 1769.

3

Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

4

Your attention is drawn to conditions 2, 3, 5, 6, 8, 9, 11, 14, 16, 19, 21, 23, 24, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36 and 37, which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. For further information and advice contact: Planning and Community Services Group, Civic Centre, Uxbridge (Tel: 01895 250230).

5

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Acts.

6 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

7 **12** **Encroachment**

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

8 **13** **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 **15** **Party Walls**

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

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

10 **16** **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

11 **111** **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

12 **112** **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

13 I13 **Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

14 I14 **Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

15 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

16 I16 **Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to

erect directional signage on any highway under the control of the Council.

17 I17 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

18 I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

19 I19 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

20 I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

21 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).

22 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
PPS1	Delivering Sustainable Development
PPS5	Planning for the Historic Environment

23

In order to check that the proposed stormwater system meets the Environment Agency's requirements, the following information should be provided:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow path.

24

You are advised to have regard to the following points when, submitting details pursuant to the discharge of condition 40 (Travel Plan):

1. The Travel Plan needs to be self-contained as opposed to a chapter/appendix of the Transport Assessment (TA).
2. The document should be a full Travel Plan as opposed to an interim Travel Plan.
3. Access description of the site taking into account walking, cycling and public transport is required, together with a map showing public transport services.
4. Base line data (as used in the TA) should be used to set initial targets these should be SMART. These can be reset after the one year survey results are known. Further surveys should be carried out in years 3, 5 and 10 at least.
5. Full details of the Travel Plan Co-ordinator need to be provided in this Travel Plan.
6. Surveys need to be iTrace compatible as well as with TRAVL.
7. The basic Structure of a Travel Plan should be:
Situation, Aims and Objectives, Targets Strategy Management Measures, Monitoring and Review.

25

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Councils central CCTV system.

26

It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The

hardstanding should therefore be so designed and constructed that surface water from the private land should not be permitted to drain onto the highway or into the highway drainage system.

27

The applicants should note that in submitting details in connection with Condition 10 of this permission it is expected that the Laurel hedge bordering the gardens of the properties on Sharps Lane will be retained and supplemented with additional planting to provide a substantial screen between the development site and the properties on Sharps Lane.

3. CONSIDERATIONS

3.1 Site and Locality

The site lies on the eastern side of Bury Street, within 200 metres and to the north-west of Ruislip High Street.

The site comprises a roughly rectangular shaped 1.24 ha plot with its primary frontage to Bury Street. The site also benefits from an unused access strip, which runs from the site to Sharps Lane. There is a level difference across the site extending to approximately 3 metres with a gradient sloping down to the north-west.

A range of industrial and manufacturing buildings with associated offices and parking previously occupied the site. The buildings were typically pre-war and two storeys in height with some three storey elements present. The majority of the buildings were vacant for some time, due to a reduction in activities, leading to an air of neglect on the site. The site is now totally vacant and the buildings have been demolished following the grant of planning permission and Conservation Area Consent for redevelopment of the site for residential purposes. Small areas of green space with mature trees are located along the Bury Street frontage.

The surrounding area is characterised by a range of developments, predominantly residential. The site is bounded to the north by Ruislip Youth Centre and associated car parking, beyond which runs the River Pinn. Bury Street lies to the east from which the main site access leads. The southern boundary is adjoined by the rear gardens of residential properties on Sharps Lane and Mill House (25 Bury Street), a grade II listed building. The residential development in Bury Street and Sharps Lane comprises typically two storey detached and semi-detached houses. To the west, the site abuts Green Belt land comprising the playing fields for Bishop Winnington-Ingram Church of England Primary School. Ruislip Town Centre extends southwards from the junction of Sharps Lane and Bury Street and from the Great Barn, also a Grade II listed building, located on the opposite side of Bury Street.

The entire site is located within the Ruislip Village Conservation Area and within an Archaeological Priority Area. The site is also within the vicinity of a cluster of Grade II listed and scheduled monuments (including the Ruislip Motte and Bailey and associated barn buildings) located to the east of Bury Street. In spite of the recent changes within the surrounding residential areas and also to the commercial centre of the village, the character of the Conservation Area remains that of an affluent residential suburb.

The site has a Public Transport Accessibility Level of 1b, on a scale of 1 to 6 where 1

represents the lowest level of accessibility.

3.2 Proposed Scheme

The application seeks to vary condition 4 of planning permission ref: Ref:6157/APP/2009/2069, to enable changes to the consented development for 66 units residential units, to allow for the inclusion of 2 detached garages to serve plots 2 and 3, located in the north east corner of the site.

Condition 4 states:

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policies BE4, BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The proposed garage to plot 2 would be located in the parking court to the north of Block B and has been integrated with one of the approved car barns. The detached garage to plot 3 is located in the gap between plots 2 and 3.

The proposed garages would be of traditional design, with red brick and black timber boarding, with red roof tiling and would be 5.5 metres deep, with internal widths of 3 metres.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has been used for manufacturing purposes since the Second World War when the single/two storey warehouse building was used by EMI Electronics Ltd to help with the war effort. An application, approved in 1951 (209/MISC/51), regularised this use but restricted it to a 50 year permission, after which the buildings were to be removed and the land reinstated.

Planning permission for the part two, part three storey office building was granted in 1973 (6157/C/73/1501) but was subject to the same temporary permission. Various minor alterations and extensions were approved in 1981 (6157/N/80/0536).

Removal of the time restrictive conditions on the 1951 and 1973 permissions was granted in 1991 (6157/T/91/1093 and 6157/S/91/1091). There have been no applications on the site since this date.

Planning permission was granted on 2/3/2010 for redevelopment of the site for 66 residential units, comprising 2 x three storey apartment blocks, 1 studio flat, 5 x one bedroom, 21 x two bedroom and 3 x three bedroom flats and 32 x three bedroom and 4 x four bedroom houses, with associated parking and landscaping (Ref:6157/APP/2009/2069).

Conservation Area consent was granted for the demolition of the existing commercial buildings on 2/3/2010 (Ref:6157/APP/2009/2070).

Conditions 5(demolition protocol), condition 16 (demolition and construction management

plan) and condition 36 (ecological management plan) of planning permission ref: 6157/APP/2009/2069 have already been discharged. A number of applications have also been submitted seeking to discharge various other conditions and these are currently under consideration.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
PPS1	Delivering Sustainable Development
PPS5	Planning for the Historic Environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th November 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised as a development likely to affect the character of the Ruislip Village Conservation Area. 35 surrounding property owners/occupiers were consulted. One letter has been received objecting on the following grounds:

1. The garages are unnecessary. Modern vehicles do not need the benefit of a garage.
2. The development on the Mill Works site is already excessively crowded with dwellings and associated buildings compared with the density of buildings in other parts of the Conservation Area.
3. The limited open space on the site will be further denigrated and no doubt lead to further requests for variations to the approved plans.

Ruislip Residents' Association: No response received.

Ruislip Village Conservation Area Advisory Panel: No response received.

Internal Consultees

TREES AND LANDSCAPE OFFICER:

In terms of the layout, it would be preferable to extend the approved car barns or combine the structures (see Conservation & Urban Design observations).

The approved Landscape Masterplan makes provision for lines of trees between the rows of houses at the front of the site and on the northern boundary. The revised Landscape Masterplan shows a reduced number of trees in the area of the proposed garages, such that the tree lines are curtailed/broken and there are three individual trees in that area. However, it appears that this (revised) scheme could accommodate two additional trees along the northern boundary, so that the linear feature would be maintained, and one additional tree in garden of plot 2, so that the row would be extended.

Subject to the proposed amendments (additional trees) to the revised Landscape Masterplan and so long as the relevant tree-related and landscaping conditions (imposed on the main planning permission) still apply, the application is acceptable in terms of Saved Policy BE38 of the UDP.

CONSERVATION OFFICER:

COMMENTS: There would be no objection in principle to the inclusion of the three garages for use by plots 1-3. There are, however, concerns that the group comprising the two previously agreed car barns and the proposed garage to plot 2, to the south of the communal parking area, would appear rather ad hoc and cramped. A better solution may be to consider combining two, or indeed all three of the structures to form a larger building. This could be in a barn style, comprising an open element with a closed more secure part for use as the garage. This approach could also be considered to the other car barn and garage to plot 1.

CONCLUSION: No objection in principle, but improvements could be made to the design and layout of the new garages and the structures already agreed for this parking area.

HIGHWAY ENGINEER: The garages should be available for parking of vehicles at all times.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of residential development has been established by virtue of planning permission ref: 6157/APP/2009/2069. As such, there is no objection in principle to the inclusion of individual garages to serve the approved development.

7.02 Density of the proposed development

The scheme as approved provides for a residential density of 53 u/ha or 186 hr/ha, at an average of 3.5 hr/unit. The proposal therefore falls well within the density parameters of the London Plan for units per hectare and habitable rooms per hectare in a suburban setting. No additional habitable rooms are proposed.

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

This site is located within an Archaeological Priority Area and lies within the Ruislip Village Conservation Area, the latter including a number of listed buildings and a Scheduled Ancient Monument. The site is close to the Grade 2 listed Ruislip Manor House and Old Barn site.

ARCHAEOLOGY

English Heritage has recommended that a scheme of further archaeological evaluation

trenching be undertaken to the rear of the site to fully establish the extent of archaeological remains throughout the site. This is secured by condition. It is considered that provided the evaluation and any requirements for mitigation are implemented, the archaeological position of the site will be safeguarded, in accordance with relevant UDP Saved Policies.

CONSERVATION AREA

The main issue is considered to be the effect of the proposed garages on their surroundings, bearing in mind their scale and layout, their relationship to nearby buildings and their position within the Ruislip Village Conservation Area. The test to be applied in relation to the conservation area is whether its character or appearance would be preserved or enhanced by the development proposed.

One of the garages has been integrated with the the approved car barns, whilst the detached garage to plot 3 is located in the gap between plots 2 and 3 such that it is adjacent to the flank wall of plot 2 but located to the rear of plot 3, given the staggered nature of the layout of the scheme.

The proposed garages are of a traditional design, which is considered consistent with the design ethos of the wider site.

The Urban Design and Conservation Officer raises no objections in principle to the proposed single garage to plot 3, or to the larger garage/car barn structure. Amended plans have been received moving the combined car barn/garage structure further away from the agreed open car barn, so that the eaves are no longer touching. The structure has also been sited further away from the boundary of plot 22, where the eaves of the proposed structure would have overhung the boundary wall and be positioned very close to the gable end of the house.

It is considered that the proposed amendments to the approved scheme involving the inclusion of the garages would not affect the pattern and intensity of development from which the conservation area derives much of its special interest and which serves to distinguish it from other parts of Ruislip. It is considered that the proposal would be in accordance with the objectives underlying Unitary Development Plan (UDP) Saved Policies BE4, BE13 and BE19, would be in keeping with its surroundings and would be sympathetic to the character and appearance of the Ruislip Village Conservation Area.

LISTED BUILDINGS

Given the modest scale of the garages and their location within the site, it is considered that the scheme would not be detrimental to the setting of the nearby listed buildings, in accordance with Saved Policy BE10 of the UDP.

7.04 Airport safeguarding

There are no airport safeguarding objections.

7.05 Impact on the green belt

The site is not located within or adjacent to the Green Belt.

7.06 Environmental Impact

There are no land contamination or air quality issues.

7.07 Impact on the character & appearance of the area

The impact on the character and appearance of the area is dealt with in section 7.03 of

the report.

7.08 Impact on neighbours

Policy BE21 of the Unitary Development Plan Saved Policies September 2007 states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document HDAS: Residential Layouts states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

The garages are single storey and given their distance from the proposed and surrounding dwellings, it is not considered that their inclusion would result in any adverse impact in terms of overdominance to these properties, in accordance with Policy BE21 of the UDP Saved Policies September 2007.

Policy BE20 of the Unitary Development Plan Saved Policies September 2007 states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. It is considered that the proposed garages would be sited to avoid any undue loss of light to neighbouring properties and future occupiers.

7.09 Living conditions for future occupiers

Policy BE23 of the Unitary Development Plan Saved Policies September 2007 requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting, for future occupiers. For three bedroom houses, a minimum 60m² per unit should be provided and for 4 bedroom houses, a minimum of 100m² per unit should be provided.

In order to overcome the reason for refusal on the previous scheme, the proposed garage to plot 1 has been deleted. The revised proposals would ensure that the garden sizes to plots 1-3 remain in excess of the Council's minimum amenity standards. The amenity area of plot 3 would not be significantly affected. The amenity space provision for the affected plots meet the Council's amenity space standards given in The Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts, in accordance with Policy BE23 of the UDP.

The plans have been amended so that the detached garage to plot 3 now has a hipped roof all round, in order to reduce the perceived bulk, given that it is located close to the rear elevation of that plot. In terms of the impact of the proposed garages on the outlook of future residents of plots 1, 2 and 3, it is not considered that their inclusion would result in any adverse impact in terms of overdominance to these properties, in accordance with Policy BE21 of the UDP Saved Policies September 2007.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The approved scheme provides for 101 parking spaces, including 9 spaces for people with a disability. The Council's Parking Standards allow for a maximum provision of 2 spaces per dwelling and 1.5 spaces per flat, a total of 117 spaces in this case for the approved scheme. The addition of 3 extra spaces (including the hardstanding in front of garage to plot 3) would not exceed the maximum London Plan and Council standards. No objections are therefore raised to the additional parking spaces to serve the residential development.

The dimensions of the garages and the ability to manoeuvre into and out of these

structures are considered acceptable. The Highway Engineer raises no objections, subject to a condition limiting their use for the purposes of storing private motor vehicles. This has been covered by condition.

It is therefore considered that the application is in accordance with Saved Policies AM7 and AM14 of the UDP.

7.11 Urban design, access and security

Urban design issues are dealt with in Section 7.03 of this report.

7.12 Disabled access

Issues relating to disabled access have already been addressed in the previous approval, in accordance with London Plan Policies 3A.5 and 4B.5 and the Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon. No fresh disabled access issues arise from the inclusion of the proposed garages.

7.13 Provision of affordable & special needs housing

As part of the previous approval, the applicant did not offer any affordable housing. The applicant submitted a financial appraisal (Three Dragon's toolkit) to demonstrate that no affordable housing can be afforded on this site. The financial appraisal was independently verified and this confirmed that no affordable housing could be delivered as a result of the scheme. The inclusion of the two garages in the approved scheme will not change the number of units, tenure or unit mix of the development. No new affordable housing issues therefore arise in connection with this application.

7.14 Trees, Landscaping and Ecology

TREES AND LANDSCAPE

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Tree and Landscape Officer notes that the approved Landscape Masterplan makes provision for lines of trees between the rows of houses, at the front of the site and on the northern boundary. The revised Landscape Masterplan shows a reduced number of trees in the area of the proposed garages, such that the tree lines are curtailed/broken and there are three individual trees in that area. However, it appears that this (revised) scheme could accommodate two additional trees along the northern boundary, so that the linear feature would be maintained, and one additional tree in garden of plot 2, so that the row would be extended.

The Tree/Landscape Officer considers that the revised scheme is on the whole acceptable, subject to the inclusion of the additional trees referred to above, and the relevant tree-related and landscaping conditions imposed on the main planning permission. The application is therefore considered acceptable in terms of Saved Policy BE38 of the UDP, subject to relevant tree/landscape conditions, modified to take into account tree protection information already provided with the original application.

ECOLOGY

Saved policy EC2, EC3 and EC5 relate to ecological considerations. Planning Policy Statement 9: Biodiversity and Geological Conservation aims to protect and enhance biodiversity. London Plan Policy 3D.14 states that where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature

conservation value of the site and if that is not possible, to minimise such impact and seek mitigation of any residual impacts.

The previous application was approved, subject to conditions requiring the submission and implementation of an ecological management plan, an external lighting strategy and retention/provision of trees and enhancement of landscaping on the site.

Condition 36 (ecological management plan) of planning permission ref: 6157/APP/2009/2069 has already been discharged for the main site. It is not considered that the inclusion of the two garages would affect the ecological interests of the area, in accordance with Saved Policies OL3, OL5, EC1 and EC3 of the Unitary Development Plan, relevant London Plan policy and national guidance.

7.15 Sustainable waste management

The dwellings would incorporate in their design, storage provision for waste and recyclables. The details of these facilities can be secured by a condition, in the event of an approval. The proposed amendments do not affect the delivery of these facilities.

7.16 Renewable energy / Sustainability

A Sustainability Statement was submitted in support of the approved scheme. This statement sets out how the proposals would comply with the relevant renewable energy planning policies, in accordance with Policy 4A.3 of the London Plan. The proposals would include a number of energy efficient design measures including enhanced insulation for walls, floors and windows as well as low energy light fittings. These measures would help reduce carbon dioxide emissions from the new development by nearly 20%, when compared to the current regulatory baseline. The Energy Statement, identified the installation of photovoltaic panels onto the pitched roofs to all houses and blocks A & B and to install air source heat pumps into the 18 apartments comprising block B. In addition, a Code for Sustainable Homes Pre-Assessment has been carried out which show that all homes would achieve Code for Sustainable Homes level 3. This is secured by condition.

The inclusion of the garages would not have any renewable energy and sustainability implications. It is therefore recommended that the condition requiring details of how the renewable energy can be implemented as part of the development be re-imposed. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation of and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant London Plan (February 2008) policies.

7.17 Flooding or Drainage Issues

Saved Policies Policies OE7 and OE8 of the UDP seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

A Flood Risk Assessment was submitted in support of the approved application taking into consideration the principles of Planning Policy Statement 25 (PPS25) and other relevant regional and local policies.

The Environment Agency recommend the submission and approval of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, in order to prevent the increased risk of flooding and to improve and protect water quality. In addition, the development should be designed to achieve a whole home water efficiency standard of 105 litres/head/day in order to comply with the Mayor's maximum water use target for residential development. This has been covered through a suitable planning

condition, which should be re-imposed.

The Highway Engineer also requested that the hardstandings should be designed and constructed so that surface water from the private land should not be permitted to drain onto the highway or into the highway drainage system. This has been covered through a suitable planning condition which should be re-imposed.

Subject to the recommended conditions, it is considered that development would not increase the risk of flooding, the water quality will be preserved and protected and the statutory functions of the Environment Agency will not be compromised, in accordance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies 2007, Policy 4B.6 of The London Plan (February 2008) and Planning Policy Statement 25: Development and Flood Risk.

7.18 Noise or Air Quality Issues

A noise assessment was submitted as a part of the previous application. The assessment was prompted due to the proximity of a busy road adjoining the site. The development site was found to be located in Noise Exposure Categories A and B, in which noise should be taken into account when determining planning applications and, where appropriate, noise protection conditions imposed.

The noise assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort. The Council's Environmental Protection Unit advised that the applicant will need to submit a scheme giving the actual details of the type of sound insulation to be used, prior to development commencing. It is therefore considered that the issue of sound insulation can be addressed by re-imposing the condition. Subject to compliance with this condition, it is considered that the scheme is in compliance with Saved Policy OE5 of the UDP.

With respect to the noise impact the development may have upon surrounding residents, traffic to the proposed development would utilise a new access from Bury Street, close to the position of the existing access. It is not considered that the vehicle movements associated with the proposed garages would result in the occupiers of surrounding properties suffering any significant additional noise and disturbance or visual intrusion, in compliance with Saved Policy OE1 of the UDP.

7.19 Comments on Public Consultations

The concerns raised in relation to the planning issues are dealt with in the main body of the report.

7.20 Planning Obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

A S106 Agreement was completed as part of the approved scheme, securing a full range of planning obligations required to offset the impact of the development, including contributions towards the provision of education, healthcare, open space, community and libraries. A contribution was also secured in respect of project management and monitoring. The inclusion of the proposed garages would not affect the level of planning benefits which have already been secured, which are considered adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the UDP.

However, it will be necessary to complete a Deed of Variation, in order to insert the new planning reference number into the existing Agreement attached to planning permission Ref:6157/APP/2009/2069.

7.21 Expediency of enforcement action

There are no enforcement issues relating to this site.

7.22 Other Issues

CONDITIONS

Conditions 5(demolition protocol), condition 16 (demolition and construction management plan) and condition 36 (ecological management plan) of planning permission ref: 6157/APP/2009/2069 have already been discharged for the main site and have therefore not been included in the suggested conditions for this S73 application.

There are no other relevant planning issues relating to this site.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

There is no objection in principle to the inclusion of individual garages to serve the approved development, whilst the addition of 3 extra parking spaces to the approved scheme would not exceed the maximum London Plan and Council standards.

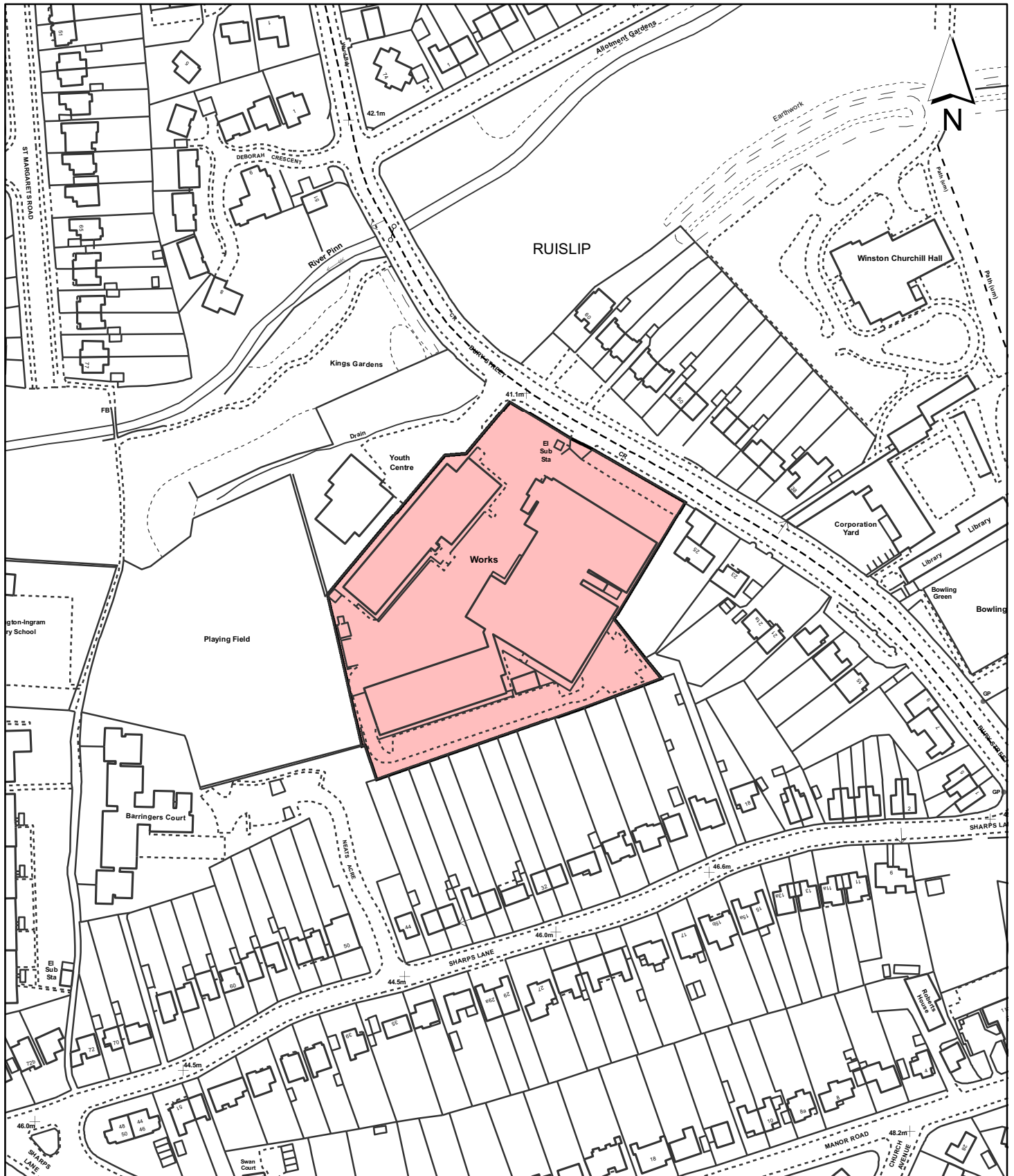
It is considered that the proposed garages will integrate successfully with the approved development in terms of siting and are consistent with the design ethos of the wider site. The garages would be in keeping with their surroundings and would be sympathetic to the character and appearance of the Ruislip Village Conservation Area. In addition, the amendments sought would not detract from the amenities of future or surrounding occupiers.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 3 (Housing)
Planning Policy Guidance Note 13 (Transport)
Planning Policy Statement 15 (Planning and the Historic Environment)
London Plan Consolidation (February 2008)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Hillingdon Design and Accessibility Statement (HDAS)
Council's Supplementary Planning Guidance Community Safety by

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former Mill Works
Bury Street
Ruislip**

**LONDON BOROUGH
OF HILLINGDON
Planning, Environment
& Community Services**

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

Planning Application Ref:

6157/APP/2010/2384

Scale

1:2,000

Planning Committee

North Page 160

Date

**January
2011**



HILLINGDON
LONDON

Plans for North Planning Committee

3rd February 2011



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Report of the Head of Planning & Enforcement Services

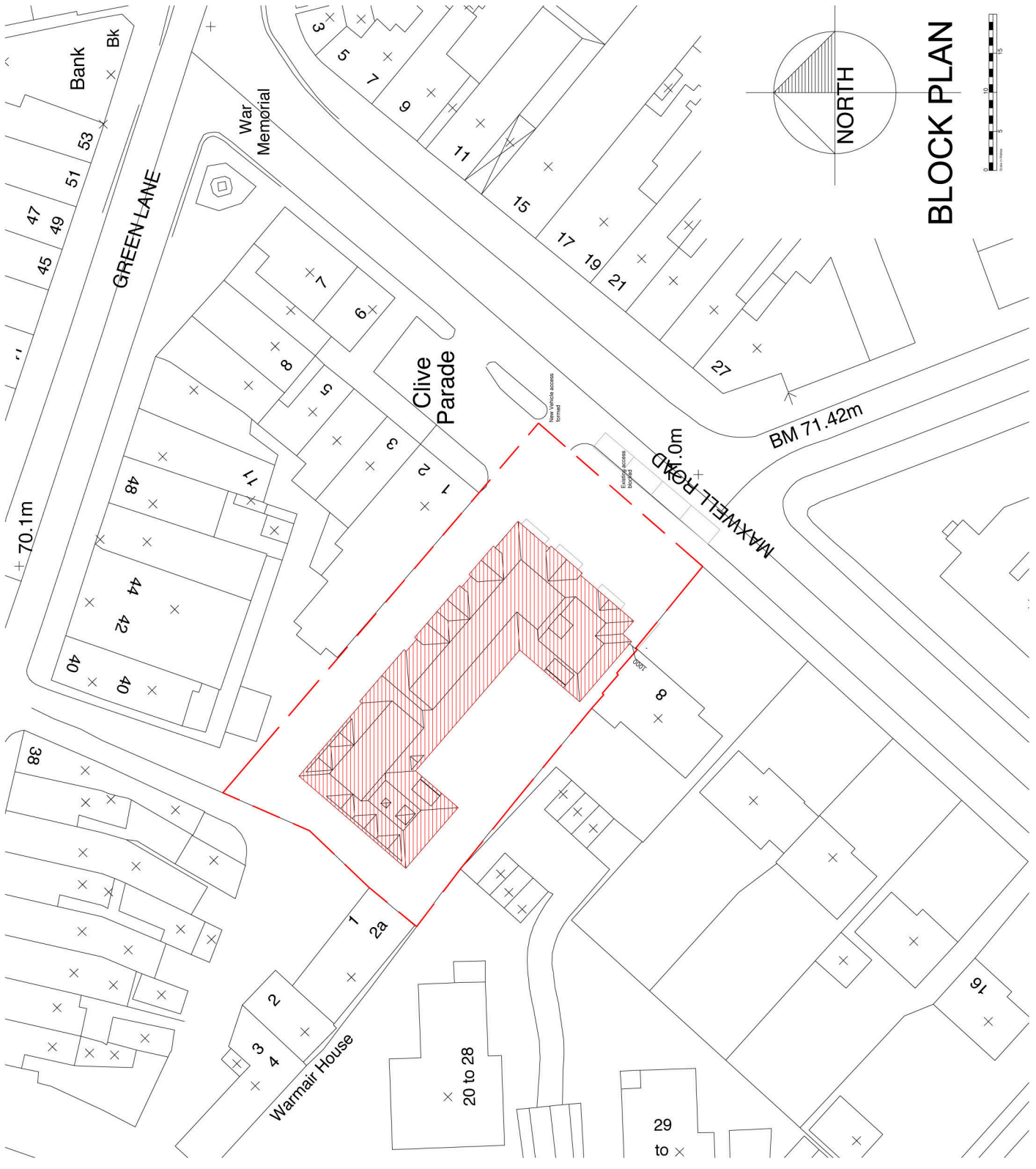
Address FORMER REINDEER PUBLIC HOUSE MAXWELL ROAD NORTHWOOD

Development: Erection of a part two storey, part three storey, part four storey building comprising 1, one-bedroom flat, 4, two-bedroom flats and 6, three-bedroom flats, with associated car parking, secured cycle parking, bin store and alterations to vehicular access

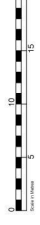
LBH Ref Nos: 18958/APP/2010/2210

Date Plans Received:	17/09/2010	Date(s) of Amendment(s):	17/09/0010
Date Application Valid:	17/09/2010		14/12/0010
			21/12/0010

general notes:



BLOCK PLAN



rev:	revision notes:	by:	date:
PLANNING			
client:			



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

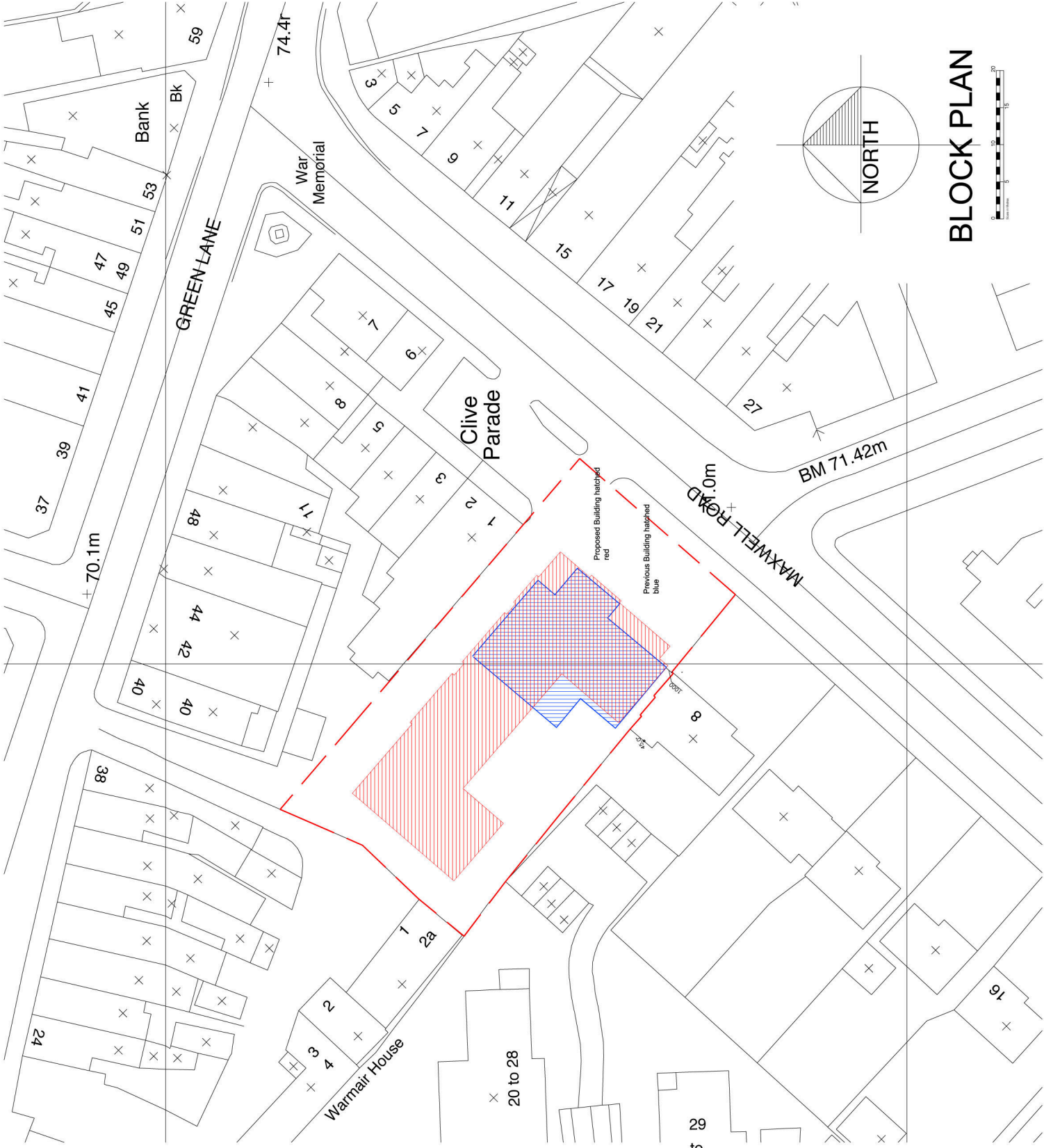
drawn by:	drawn date:	checked/approved:	scale:
BG	23-06-10		1:500@A3
project title:			

The Reindeer
 Maxwell Road
 Northwood

dwg title:
Block Plan

dwg no:	rev:
112-09-PL-102	

general notes:



A	SIDE ENTRANCE INTRODUCED WIDTH OF BUILDING REDUCED BY 450MM ACROSS FRONT ELEVATION	DEC 09
rev:	revision notes:	by:
dwg status:		date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	20/10/10		1:500@A3

project title:

The Reindeer
Maxwell Road
Northwood

dwg title:

Block Plan
Indicating position of former
Public House - The Reindeer

dwg no:

112-09-PL-116

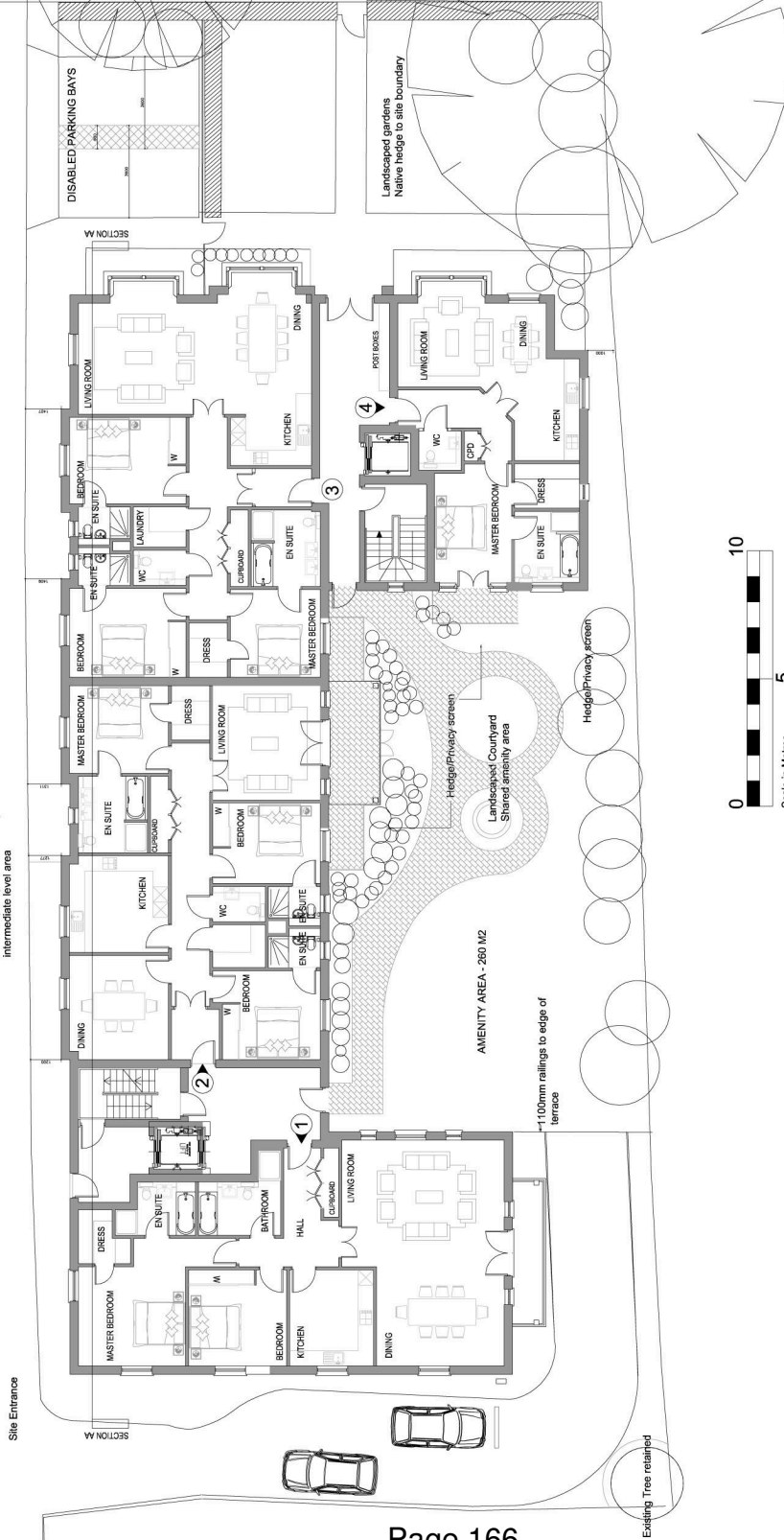
BLOCK PLAN

general notes:

Floor	Plot No.	Beds	GIA	mt	Sq Ft
GF	1	2	132	1421	
	2	3	142	1528	
	3	3	148	1572	
	4	1	71	754	

New Vehicle access formed

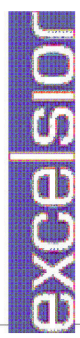
New footpath profile 1:20 ramp with intermediate level area



A Roof pitch reduced to 46 degrees
Front gable width reduced

DEC 10

PLANNING



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

drawn by: BG
checked/approved:
project title:
scale:
1:200@A3
1:100@A1

The Reindeer
Maxwell Road
Northwood

Ground Floor Plan

dwg no: 112-09-PL-104
rev: A



general notes:

Floor	Plot No.	Beds	GIA	m ²	Sq Ft
FF	5	2	147	1582	
	6	3	142	1528	
	7	3	144	1550	
	8	2	83	893	

A Roof pitch reduced to 46 degrees
Front gable width reduced

DEC 10

rev: revision notes:
dwg status:

by: date:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

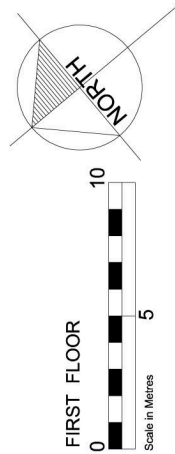
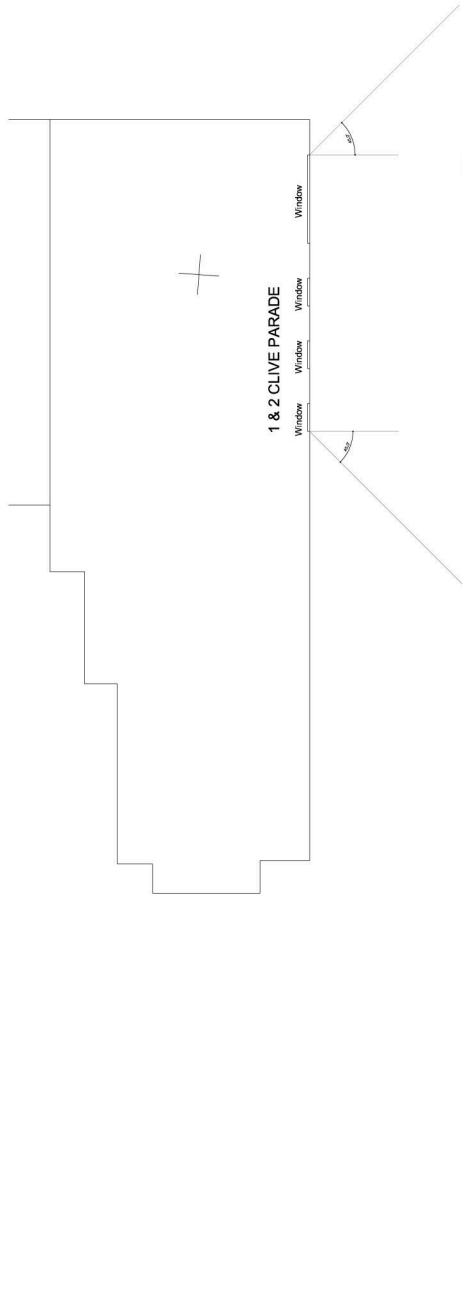
drawn by: BG
drawn date: 23/06/10
checked/approved:
scale: 1:200@A3
1:100@A1

project title:
The Reindeer
Maxwell Road
Northwood

dwg title:
First Floor Plan

dwg no: 112-09-PL-105
rev: A

1 & 2 CLIVE PARADE



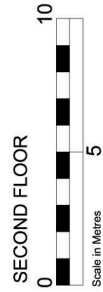
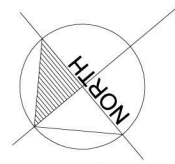
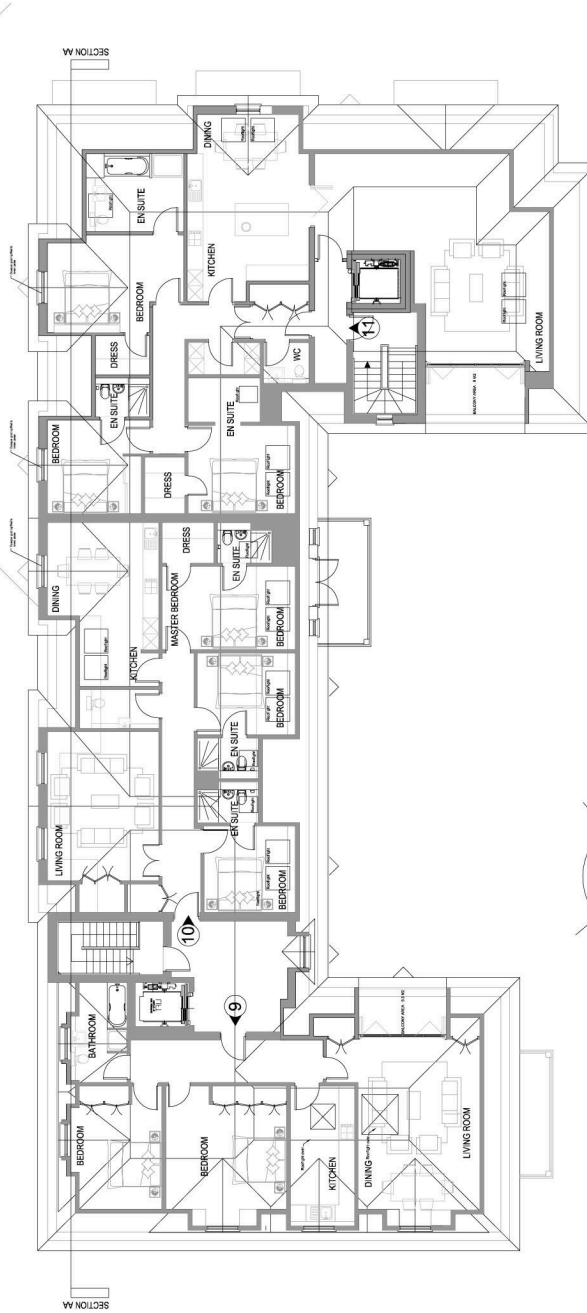
general notes:

Floor	Plot No.	Bands	GIA	nr	Sq Ft
SF	9	2	117	1295	
	10	3	123	1324	
	11	3	186	2002	

1 & 2 CLIVE PARADE

Window Window Window Window Window

NOTE: Cill Levels of Proposed development are 1500mm above cill level in Clive Parade. The lower panes of the windows indicated will be obscure glazed



A Roof pitch reduced to 46 degrees
Front gable width reduced

DEC 10

rev: revision notes: by: date:
dwg status:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

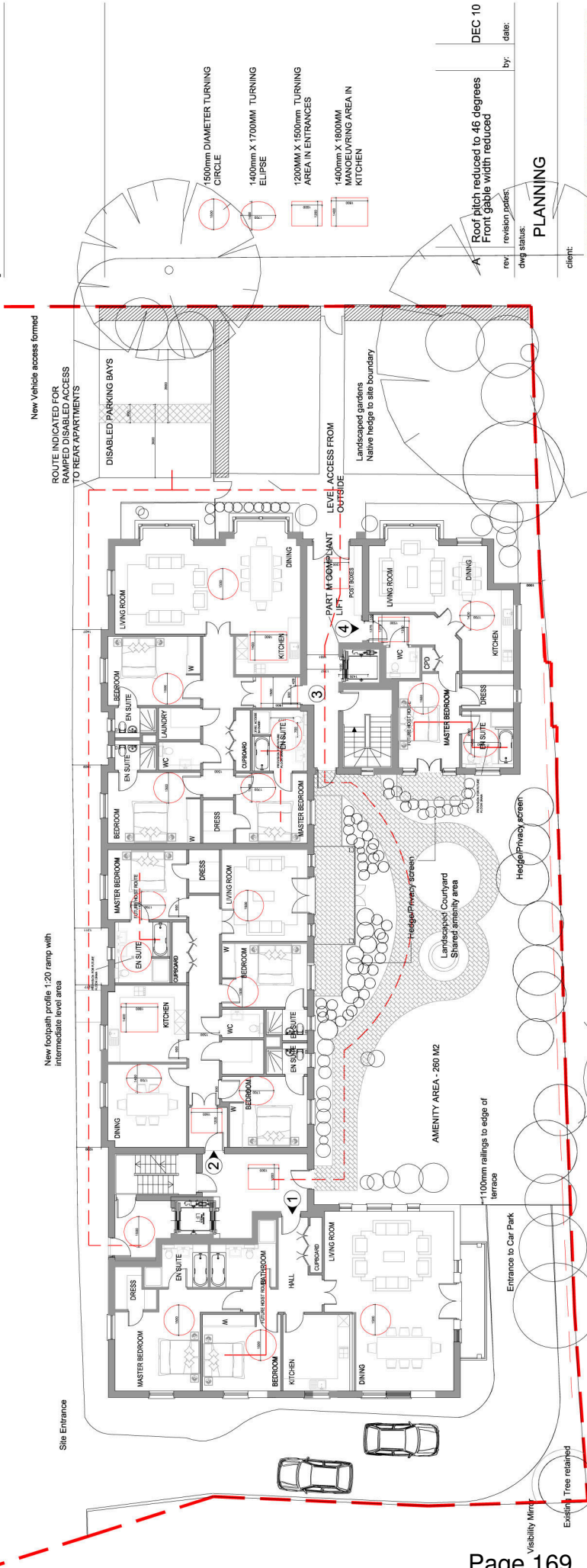
drawn by: BG
drawn date: 23/06/10
checked/approved:
scale: 1:200 @ A3
1:100 @ A1

project title:
The Reindeer
Maxwell Road
Northwood

dwg title:
Second Floor Plan

dwg no: 112-09-PL-106
rev: A

general notes:



New Vehicle access formed

ROUTE INDICATED FOR RAMPED DISABLED ACCESS TO REAR APARTMENTS

New footpath profile 1:20 ramp with intermediate level area

Site Entrance

DISABLED PARKING BAYS

LEVEL ACCESS FROM OUTSIDE

PART M COMPLIANT LIFT

LANDSCAPED GARDENS Native hedge to site boundary

AMENITY AREA - 260 M²

1100mm railings to edge of terrace

Entrance to Car Park

Visibility Mirror

Existing Tree retained

1500mm DIAMETER TURNING CIRCLE

1400mm X 1700MM TURNING ELLIPSE

1200MM X 1600MM TURNING AREA IN ENTRANCES

1400mm X 1800MM MANOEUVRING AREA IN KITCHEN

Roof pitch reduced to 46 degrees Front gable width reduced

rev: revision number: date: by: dwg status:

PLANNING

client:



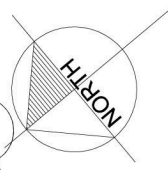
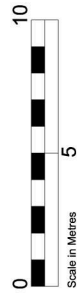
EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

drawn by: BG
checked/approved:
scale: 1:200 @ A3
1:100 @ A1

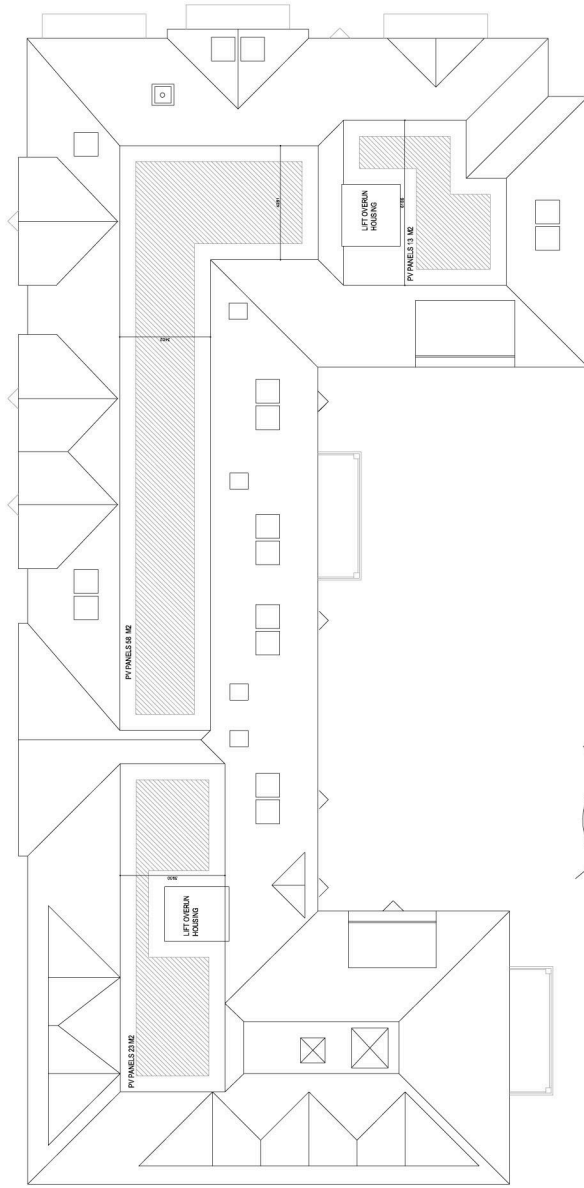
project title:
The Reindeer
Maxwell Road
Northwood

dwg title:
Floor Plan indicating DDA
and Lifetime Homes provision

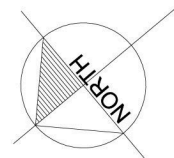
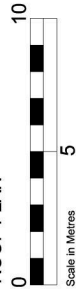
dwg no: 112-09-PL-117
rev: A



general notes:



ROOF PLAN



B	Roof pitch reduced to 46 degrees Front gable width reduced	DEC 2010
A	PV Areas amended	DEC 2010
rev.	revision notes:	by:
dwg status:	PLANNING	date:

client:



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
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project title:			

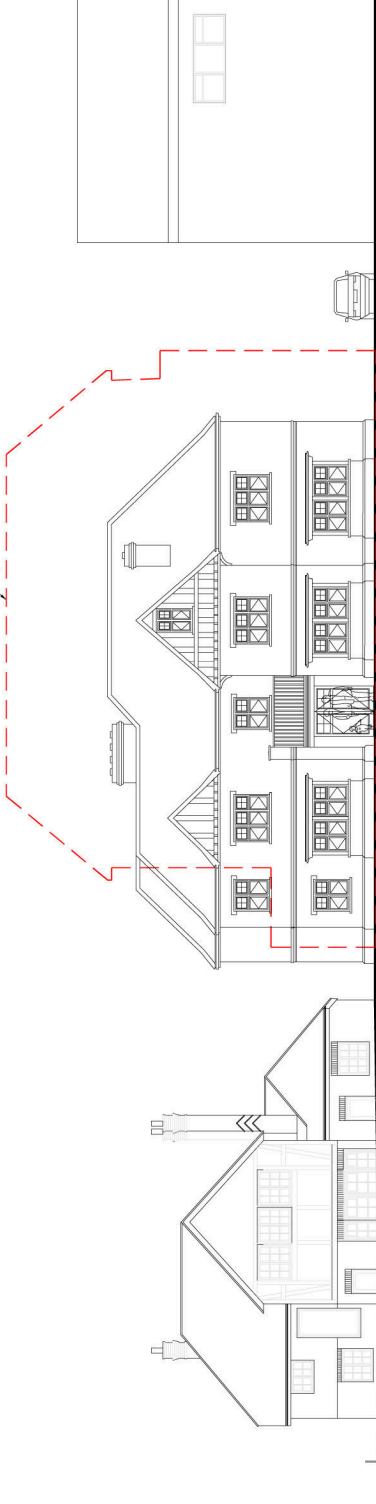
The Reindeer
 Maxwell Road
 Northwood

dwg title:
 Roof Plan

dwg no:	rev:
112-09-PL-108	B

general notes:

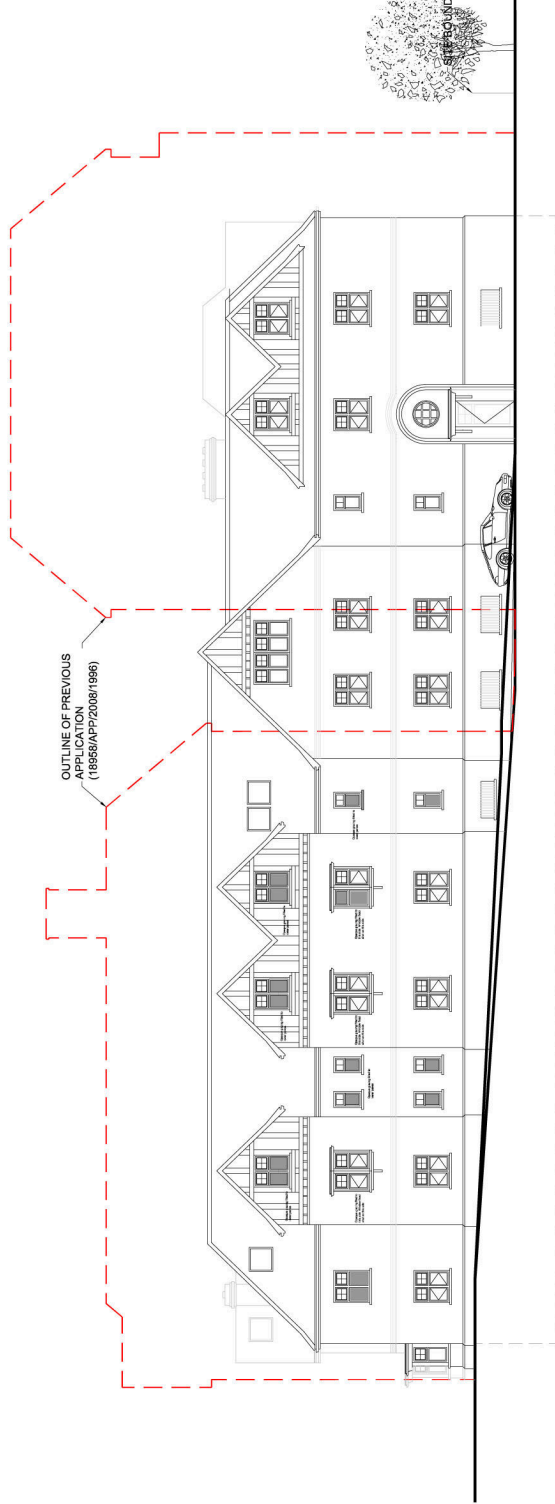
OUTLINE OF PREVIOUS APPLICATION (18958/APP/2008/1996)



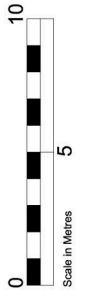
SOUTH EAST ELEVATION AS PROPOSED WITH PREVIOUS APPLICATION INDICATED



OUTLINE OF PREVIOUS APPLICATION (18958/APP/2008/1996)



NORTH EAST ELEVATION AS PROPOSED WITH PREVIOUS APPLICATION INDICATED



A Roof pitch reduced to 46 degrees
Front gable width reduced

DEC 10

rev. revision notes: by: date:

dwg status:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

drawn by: BG
drawn date: 23/10/10
checked/approved:
scale: 1:200@A3
1:100@A1

project title:
The Reindeer
Maxwell Road
Northwood

dwg title:

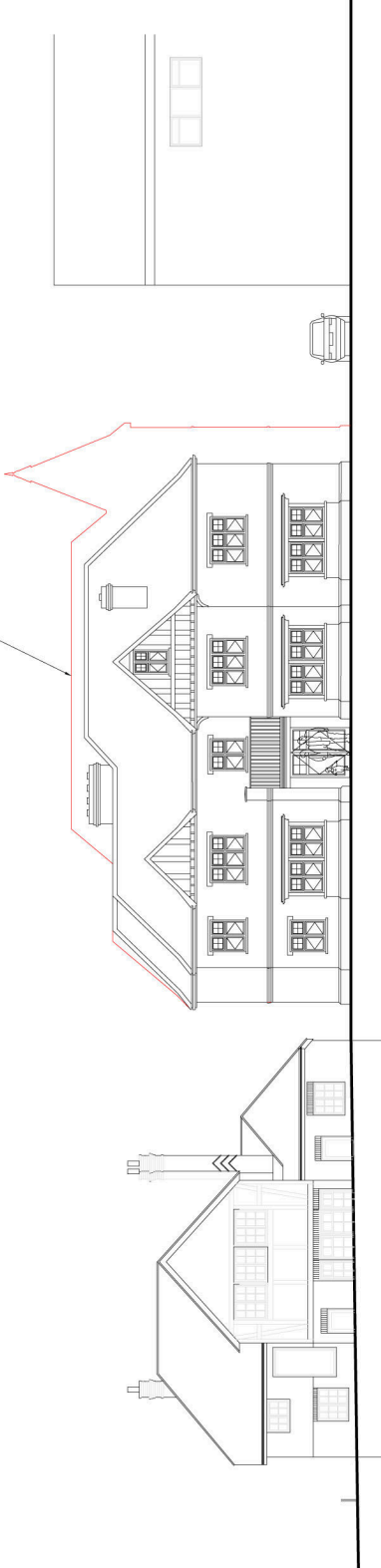
SE and NE elevations as
proposed with May 08 application
(18958/APP/2008/1996) shown

dwg no: 112-09-PL-113

rev: A

general notes:

OUTLINE OF PREVIOUS APPLICATION 18958/APP/2009/2210



SOUTH EAST ELEVATION AS PROPOSED WITH PREVIOUS APPLICATION INDICATED

Scale in Metres
0 5 10
Scale in Metres

OUTLINE OF PREVIOUS APPLICATION 18958/APP/2009/2210



NORTH EAST ELEVATION AS PROPOSED WITH THE OUTLINE OF PREVIOUS APPLICATION SHOWN

Scale in Metres
0 5 10
Scale in Metres

A	Roof pitch reduced to 46 degrees Front gable width reduced	by:	DEC 10
rev.	revision notes:		date:
dwg status:			

PLANNING

client:



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	23/10/10		1:200@A3 1:100@A1

project title:

The Reindeer
Maxwell Road
Northwood

dwg title:

SE+NE Elevations with
December 09 application outlined
18958/APP/2009/2210

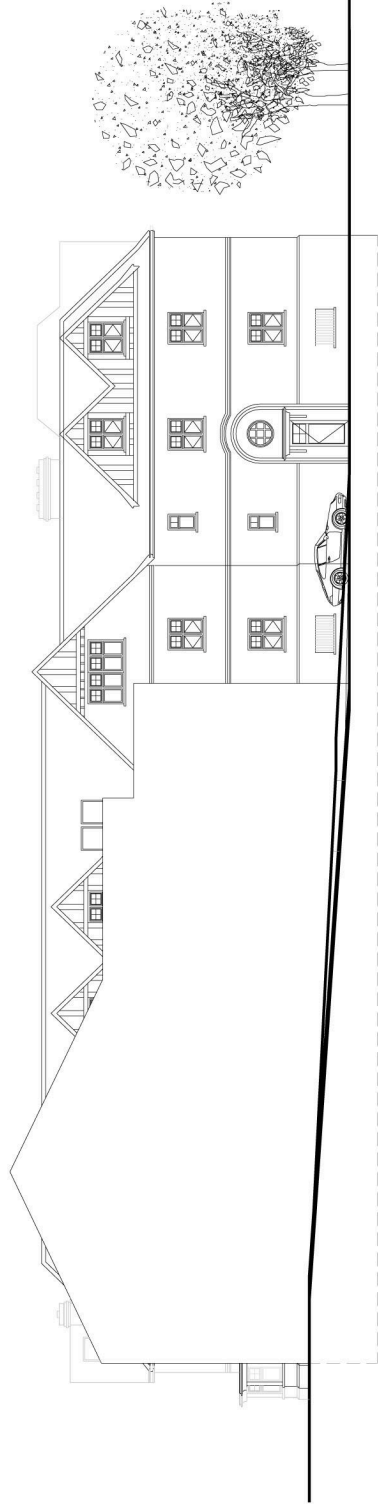
dwg no:

112-09-PL-120

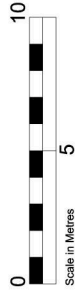
rev:

A

general notes:



NORTH EAST ELEVATION AS PROPOSED



rev. A

revision notes:
Roof pitch reduced to 46 degrees
Front gable width reduced

dwg status:

by:

date:
DEC 10

PLANNING

client:



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by: BG
 drawn date: 23/10/10
 checked/approved:
 scale: 1:200@A3
 1:100@A1

project title:

The Reindeer
 Maxwell Road
 Northwood

dwg title:

North East Elevation
 as proposed with the outline
 of Clive Parade indicated

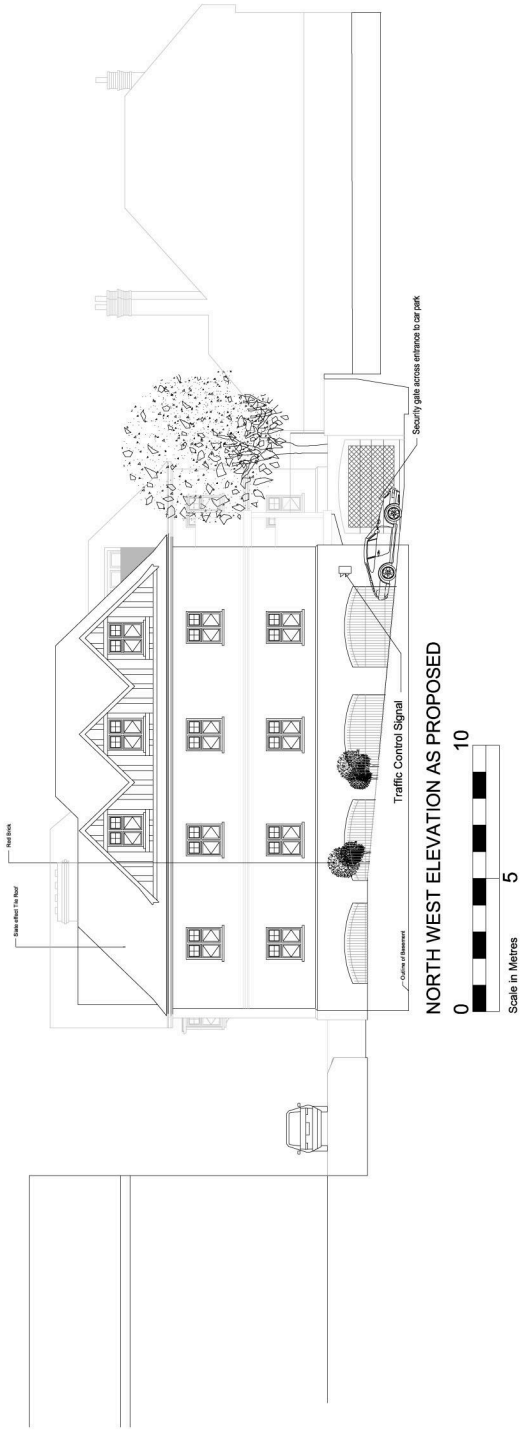
dwg no:

112-09-PL-115

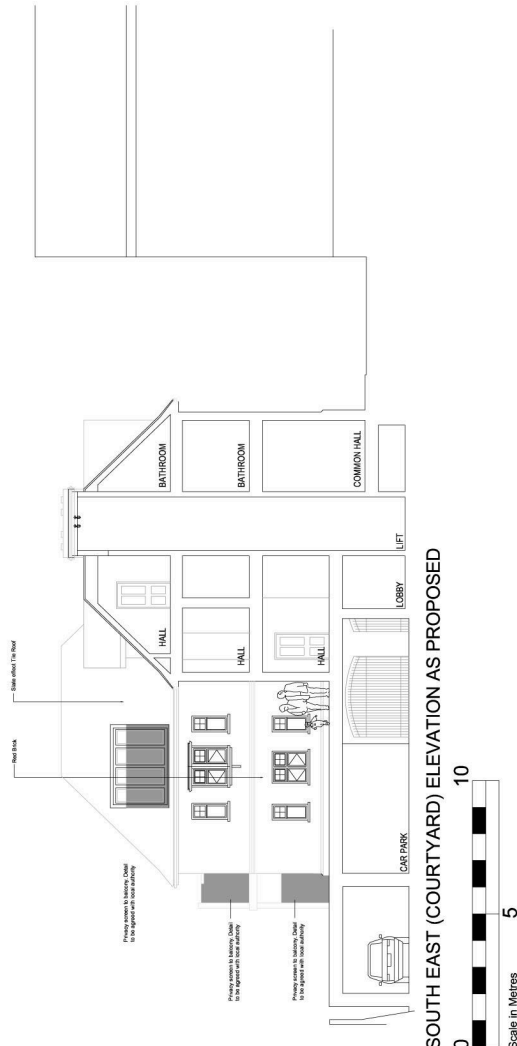
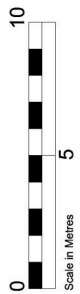
rev:

A

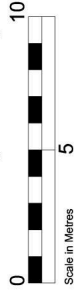
general notes:



NORTH WEST ELEVATION AS PROPOSED



SOUTH EAST (COURTYARD) ELEVATION AS PROPOSED



B Roof pitch reduced to 46 degrees
Front gable width reduced

DEC 10

rev. revision notes: by: date:
dwg status:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
3RD FLOOR SOVEREIGN HOUSE
1 ALBERT PLACE
FINCHLEY CENTRAL
LONDON - N3 1QB

drawn by: BG
drawn date: 23/10/10
checked/approved:
scale: 1:200@A3
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project title:

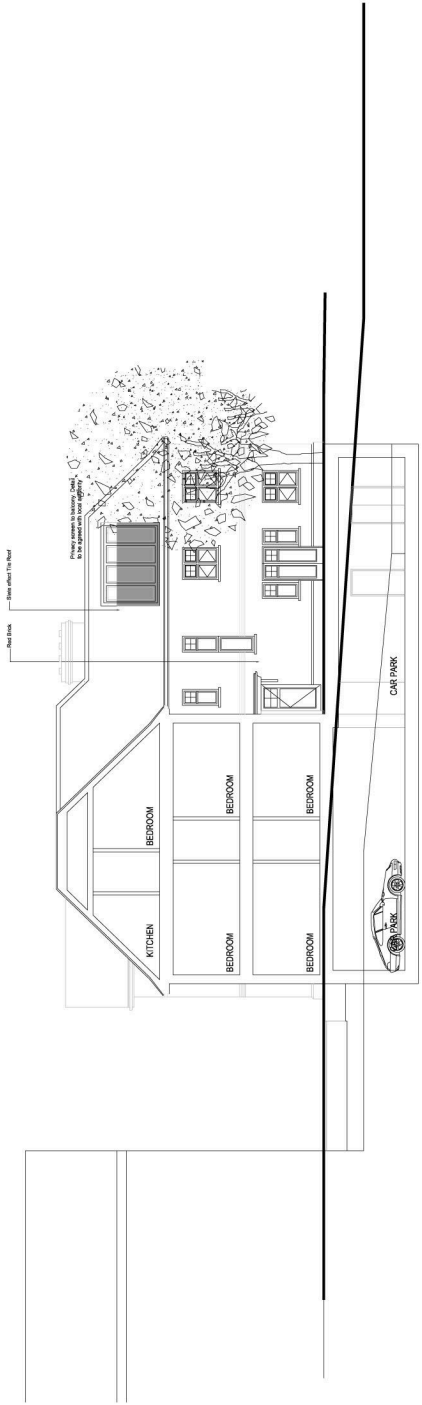
The Reindeer
Maxwell Road
Northwood

dwg title:

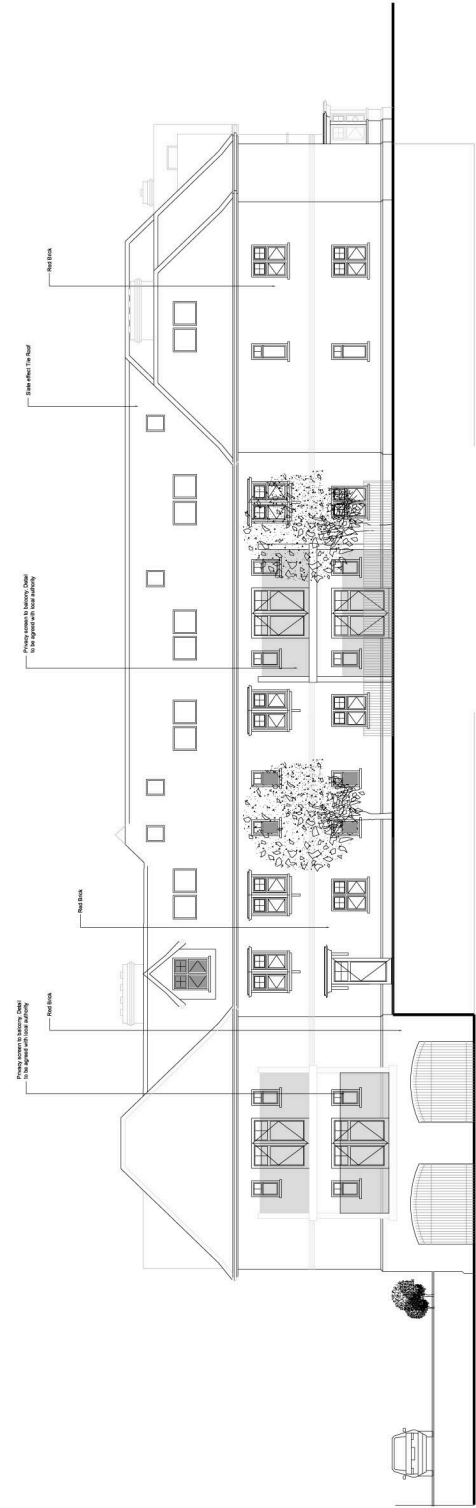
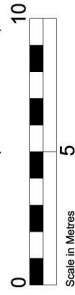
North West Elevation
South East Courtyard Elevation

dwg no: 112-09-PL-110
rev: B

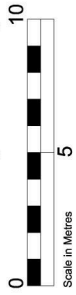
general notes:



NORTH WEST (COURTYARD) ELEVATION AS PROPOSED



SOUTH WEST (COURTYARD) ELEVATION AS PROPOSED



rev. A

revision notes: Roof pitch reduced to 46 degrees
Front gable width reduced

rev. by: [blank]

date: DEC 10

dwg status:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by: BG
 drawn date: 23/10/10
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project title:

The Reindeer
 Maxwell Road
 Northwood

dwg title:

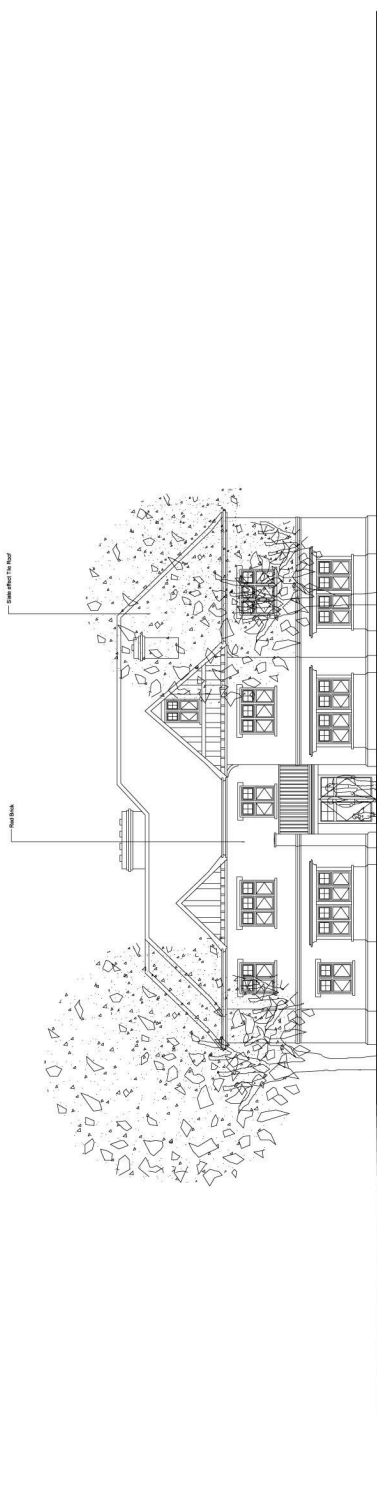
North West (Courtyard)
 South West (Courtyard)
 Elevations as proposed

dwg no:

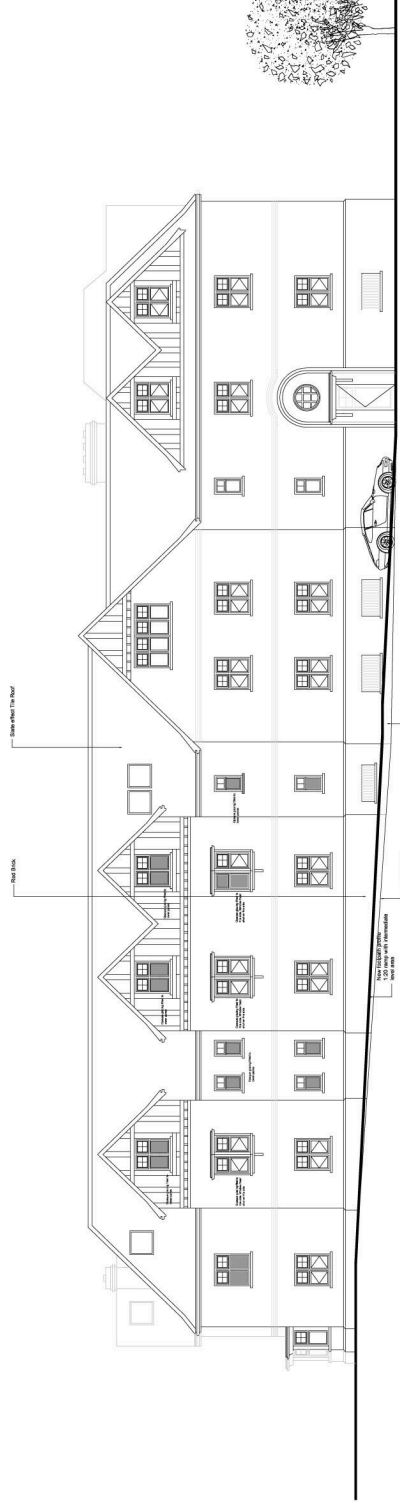
112-09-PL-111

rev: A

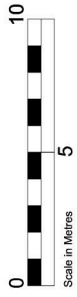
general notes:



SOUTH EAST ELEVATION AS PROPOSED



NORTH EAST ELEVATION AS PROPOSED



rev.	A	Roof pitch reduced to 46 degrees Front gable width reduced	by:	DEC 10
revision notes:				date:
dwg status:				

PLANNING

client:



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by:	drawn date:	checked/approved:	scale:
BG	23/10/10		1:200@A3 1:100@A1

project title:

The Reindeer
 Maxwell Road
 Northwood

dwg title:

South East (Maxwell Road)
 and North East Elevations

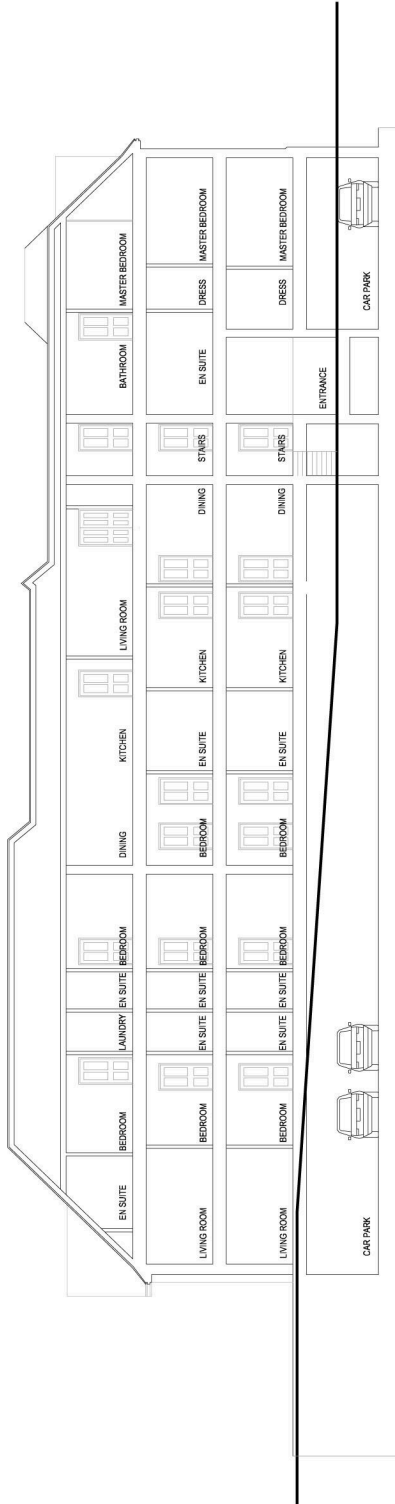
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112-09-PL-109

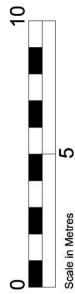
rev:

A

general notes:



LONG SECTION



B Roof pitch reduced to 46 degrees DEC 10

rev. revision notes: by: date:
dwg status:

PLANNING

client:



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by: drawn date: checked/approved: scale:
 BG 08/09/09 1:200@A3
 1:100@A1

project title:

The Reindeer
 Maxwell Road
 Northwood

dwg title:

Long Section with Key Plan

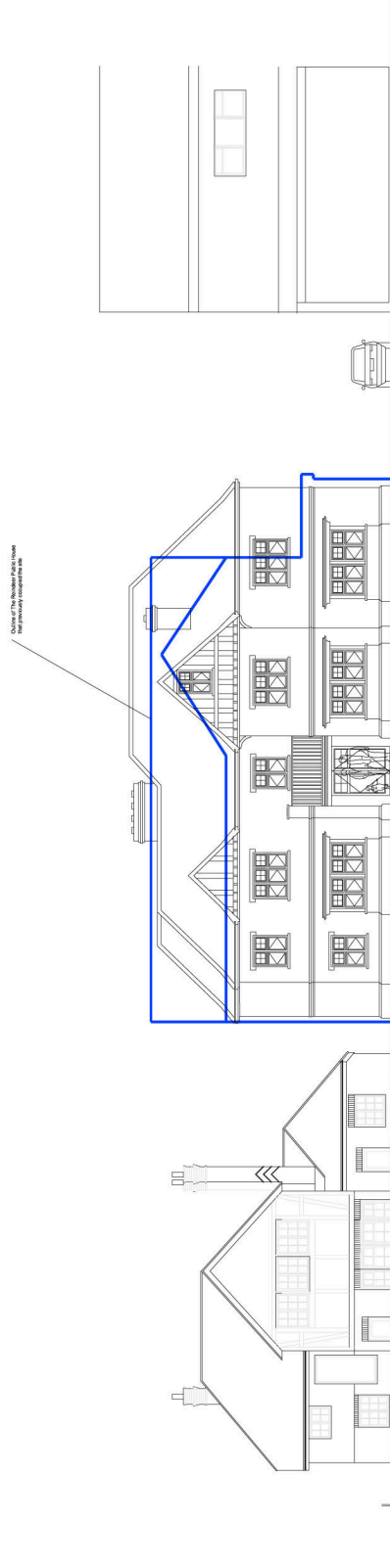
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112-09-PL-012

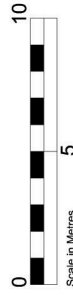
rev:

B

general notes:



STREETSCENE INDICATING PROFILE OF FORMER REINDER PUBLIC HOUSE



rev:	A	revision notes:	Roof pitch reduced to 46 degrees Front gable width reduced	by:		date:	DEC 10
dwg status:							

PLANNING

client:



EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by:	BG	drawn date:	23/10/10	checked/approved:		scale:	1:200@A3 1:100@A1
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project title:

The Reindeer
 Maxwell Road
 Northwood

dwg title:

Street Scene indicating the
 position of the former Public
 House-The Reindeer

dwg no:	112-09-PL-119	rev:	A
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STREETSCENE



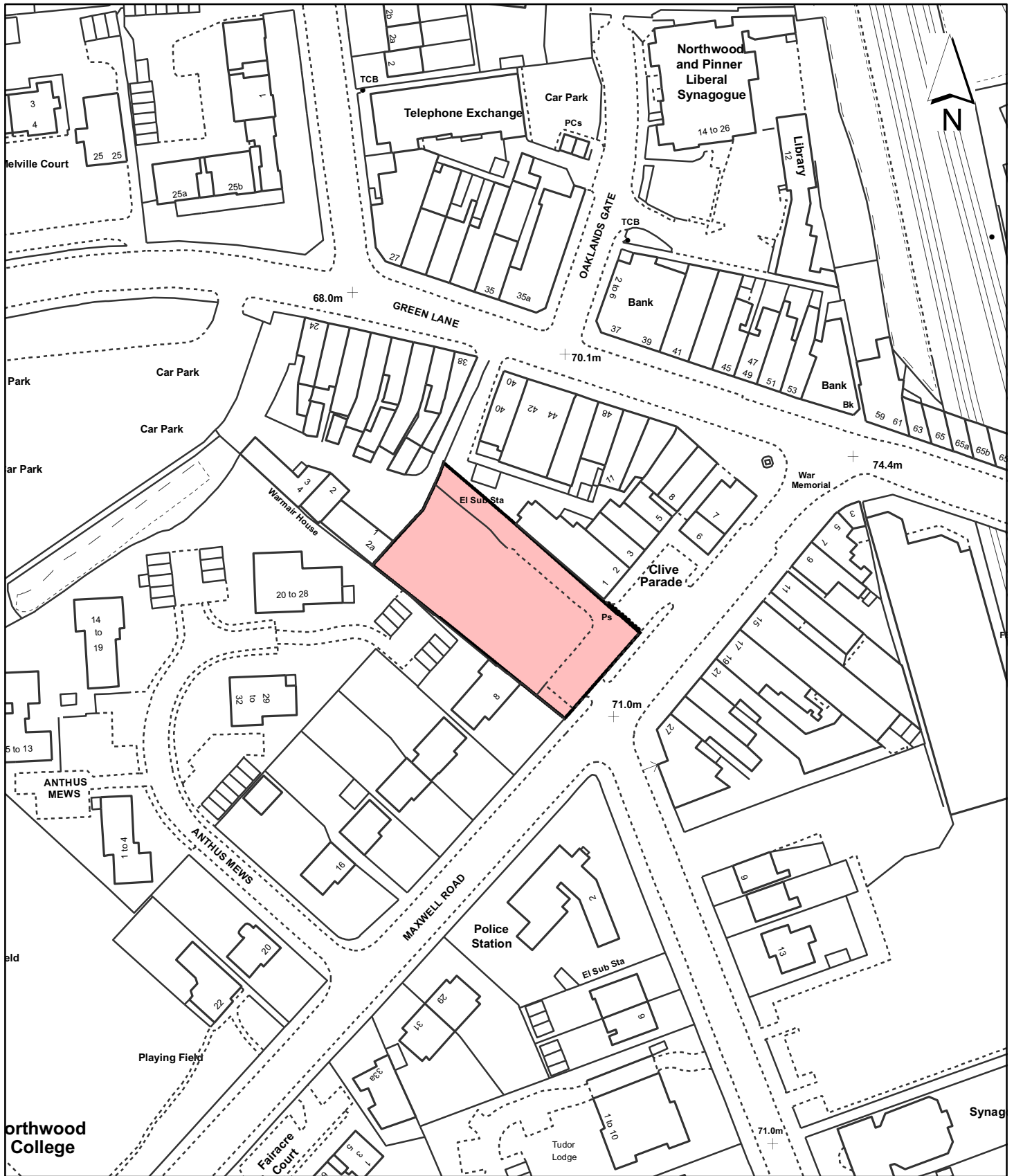
rev: revision notes: by: date:
 dwg status: PLANNING



client: **excelsior**

EXCELSIOR PROPERTIES LTD
 3RD FLOOR SOVEREIGN HOUSE
 1 ALBERT PLACE
 FINCHLEY CENTRAL
 LONDON - N3 1QB

drawn by: BG	drawn date: 23/10/10	checked/approved:	scale: 1:200@A3 1:100@A1
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project title:
The Reindeer
 Maxwell Road
 Northwood



<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. All rights reserved. London Borough of Hillingdon 100019283 2011</p>	<p>Site Address</p> <p align="center">Former Reindeer PH Maxwell Road Northwood</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Planning, Environment & Community Services</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">18958/APP/2010/2210</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">North Page 180</p>	<p>Date</p> <p align="center">January 2011</p>	

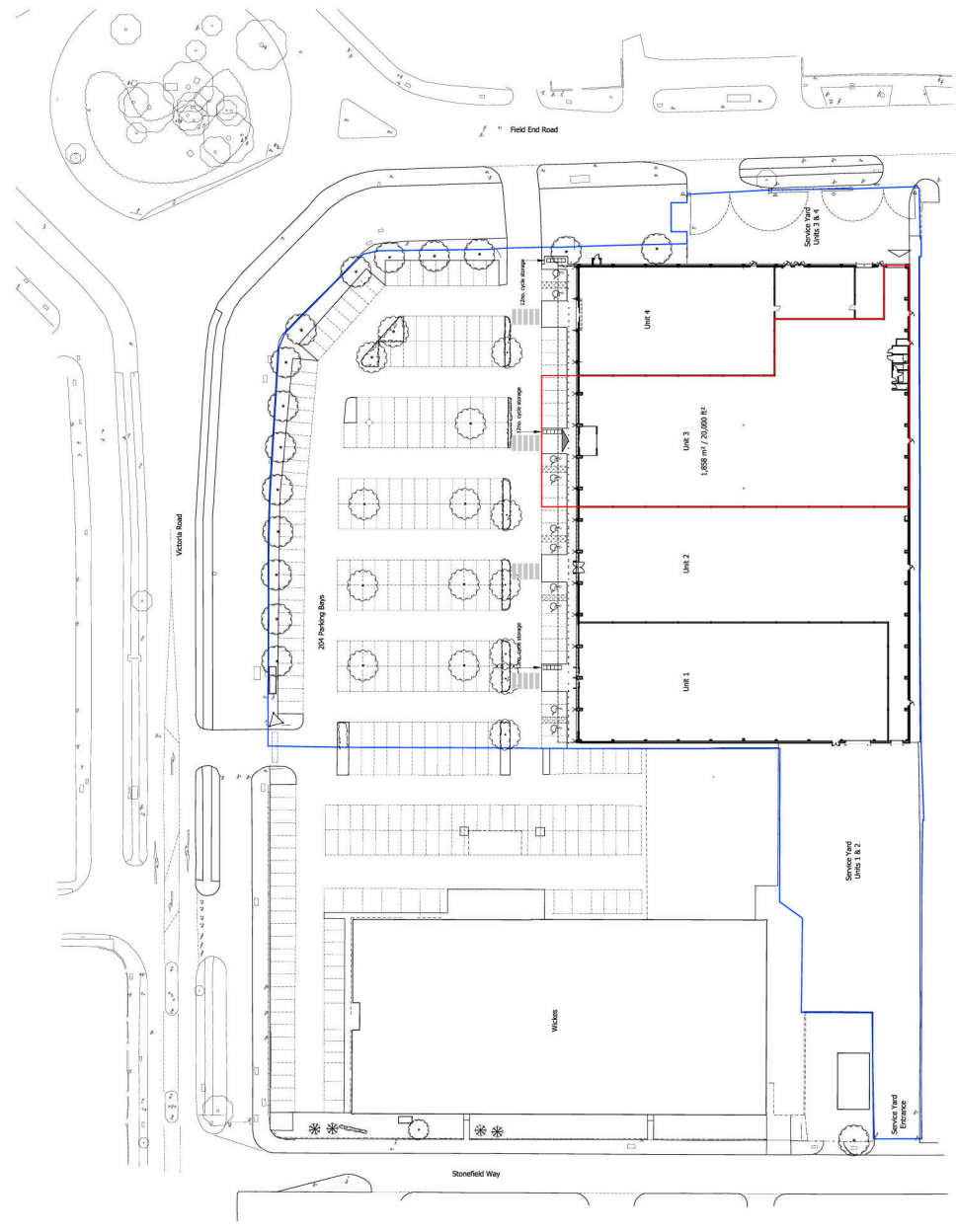
Report of the Head of Planning & Enforcement Services

Address UNIT 3, RUISLIP RETAIL PARK VICTORIA ROAD RUISLIP
Development: Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.
LBH Ref Nos: 43510/APP/2010/1979
Date Plans Received: 20/08/2010 **Date(s) of Amendment(s):**
Date Application Valid: 17/09/2010

Accommodation Schedule - Existing			
Unit	Ground Floor Gross Internal Area	Mezzanine Floor Gross Internal Area	Total Gross Internal Area
3	1858 m ²	0 m ²	1858 m ²

Existing parking
 201 parking bays including 10 disabled bays within ownership boundary
 Secure storage for 36 cycles in 'basin' road system

- Key**
- Application Boundary
 - Ownership Boundary
 - Unit 3 Customer Entrance
 - Unit 3 Delivery Entrance
 - Existing Tree
 - Existing cycle store for 12 bicycles



Note:
 Drawings prepared using 'as built' information provided by client



Project:
Unit 3 Ruislip Retail Park
 Victoria Road, Ruislip
 Existing Site Plan

Date: 09.08.10
 Scale: 1:500
 Project No: 19243
 Drawing No: PP-002

Drawn by: GC
 Checked by: JF
 Revision: A

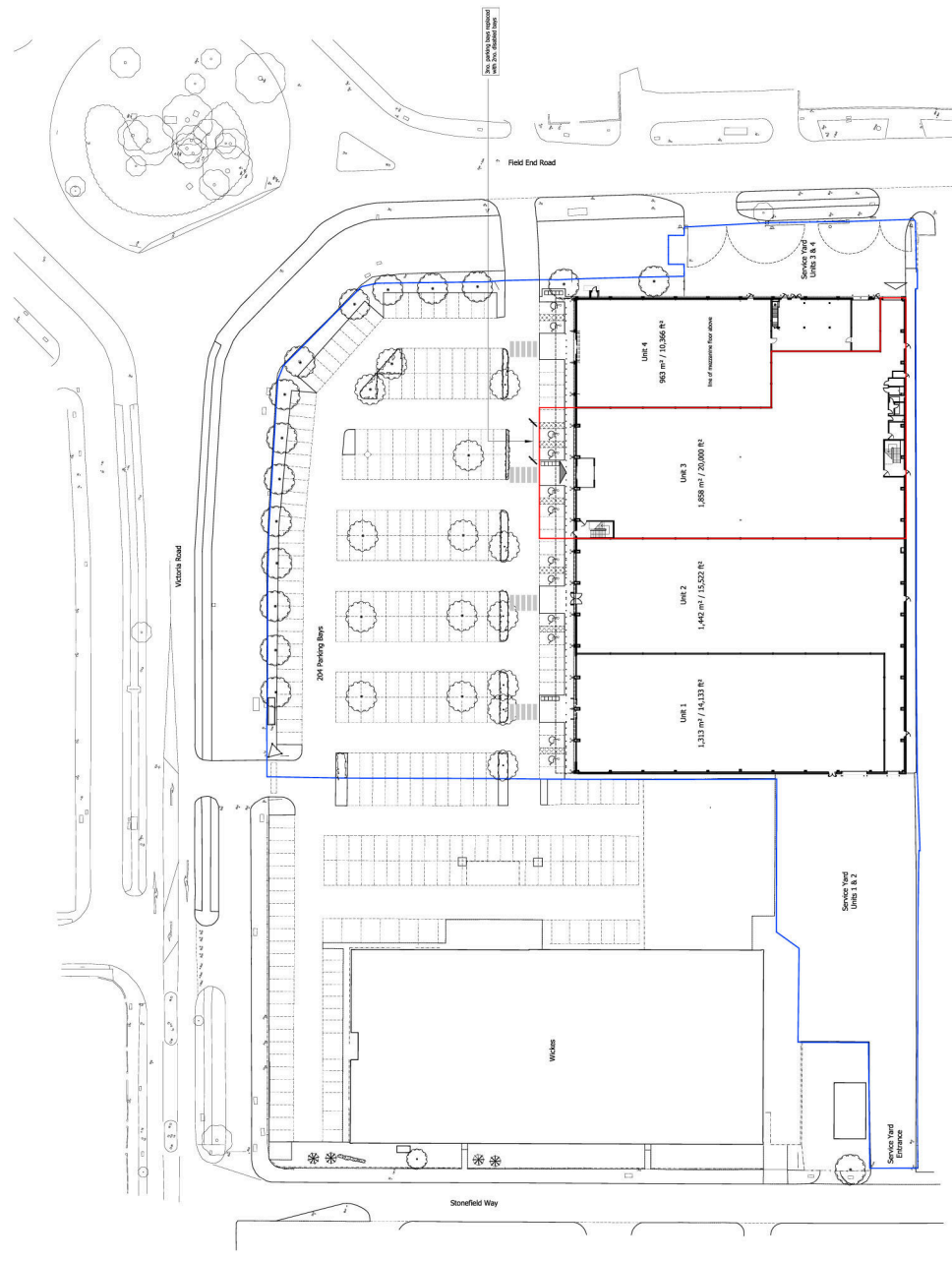
BARTON WILLMORE
 Planning • Master Planning & Urban Design
 Architecture • Landmarks & Urban Design
 Environmental & Sustainability Assessment • Contract Design
 bartonwillmore.co.uk

Office 2, Haringey London Street Campus, Cardiff Business Gateway, Cardiff
 011 2060 - 0990913200 - 0203 0241 - unit 3, Huddersfield Parkway, Huddersfield, West Yorkshire, WF10 0JZ

Accommodation Schedule - Proposed			
Unit	Ground Floor Gross Internal Area	Mezzanine Floor Gross Internal Area	Total Gross Internal Area
3	1838 m ²	1810 m ²	3648 m ²

Proposed parking
 203 parking bays including 12 disabled bays within ownership boundary
 Secure storage for 36 cycles in 'basin' road system

- Key**
- Application Boundary
 - Ownership Boundary
 - Unit 3 Customer Entrance
 - Unit 3 Delivery Entrance
 - Existing Tree
 - Existing cycle store for 12 bicycles



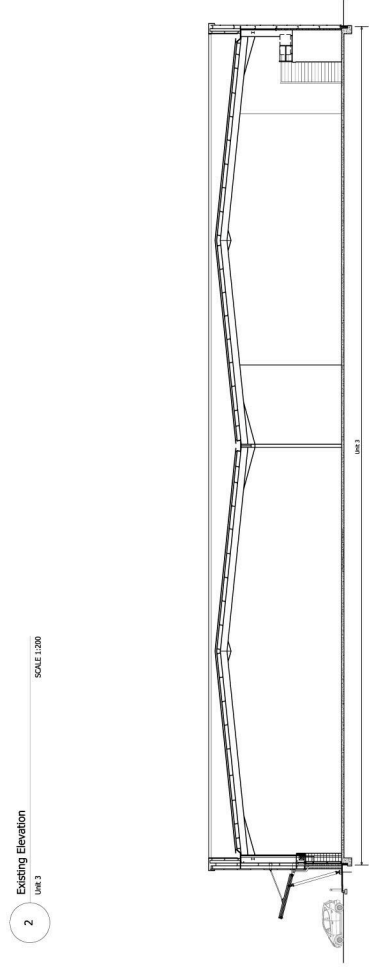
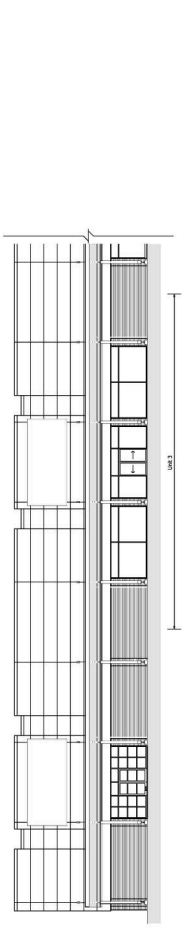
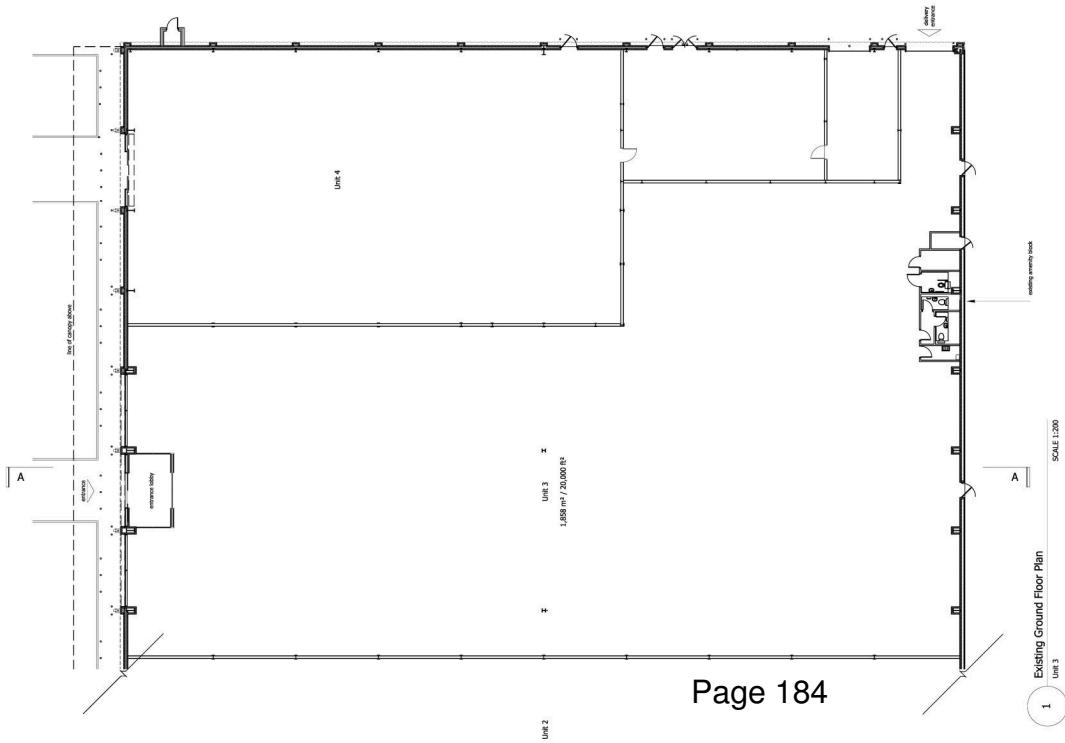
Note:
 Drawings prepared using 'as built' information provided by client



Project:
 Unit 3 Ruislip Retail Park
 Victoria Road, Ruislip
 Proposed Site Plan

Date: 11.08.10
 Scale: 1:500
 Project No: 19243
 Drawing No: PP-004
 Drawn by: GC
 Checked by: JF
 Revision: A

BARTON WILLMORE
 Planning • Master Planning & Urban Design
 Architecture • Land Use & Planning
 Environmental & Sustainability Assessment • Contract Design
 bartonwillmore.co.uk



Note:
 Drawings prepared using 'as built' information provided by client



Project:
 Unit 3 Ruislip Retail park
 Victoria Road, Ruislip

Drawing Title:
 Unit 3 - Existing
 GF Plan, Section & Elevation

Date:
 10.08.10

Scale:
 1:200

Project No:
 19243

Drawing No:
 PP-003

Checked by:
 JF

Drawn by:
 GC

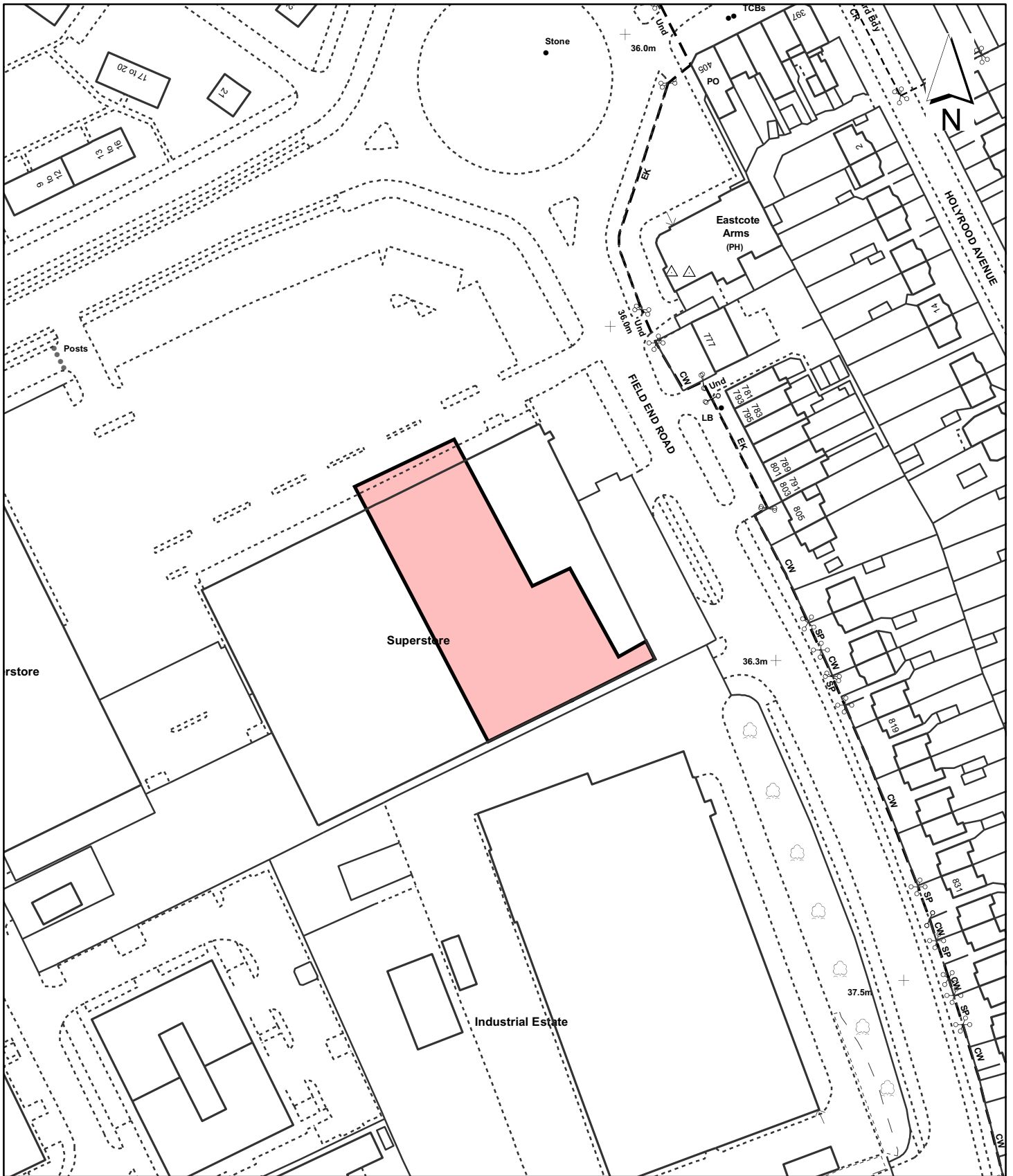
Revision:
 -

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Office 2, Ruislip London Street Centre, Gerrard Street East, Ruislip, London, W3 7JY, UK
 0181 6060 1000 • 0999 010200 • 1029152414 Unit 3, Leade Road, Park 4, Queens Park, London, W2 1JY, UK



Notes

 Site boundary

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Site Address

**Unit 3, Ruislip Retail Park
Victoria Road
Ruislip**

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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

Planning Application Ref:

43510/APP/2010/1979

Scale

1:1,250

Planning Committee

North Page 186

Date

**December
2010**

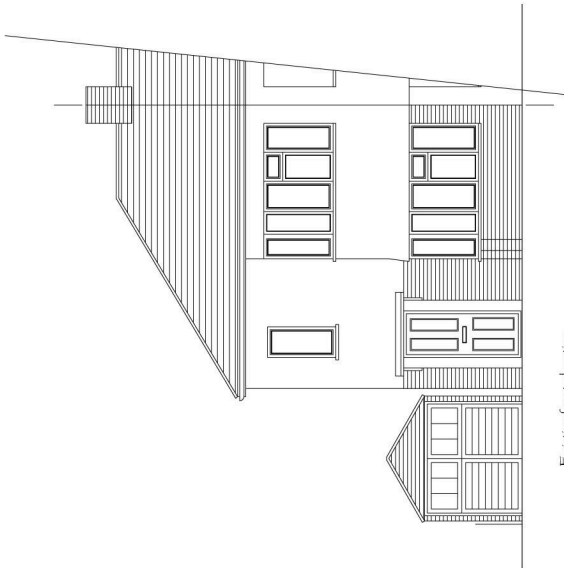


HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 76 EXMOUTH ROAD RUISLIP
Development: Part single storey, part two storey side/rear extension, involving demolition of existing detached garage to side and single storey extension to rear.
LBH Ref Nos: 66257/APP/2010/1112

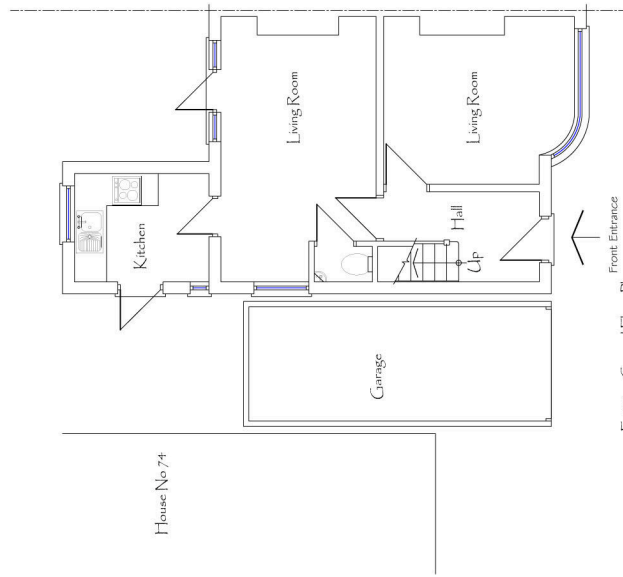
Date Plans Received:	14/05/2010	Date(s) of Amendment(s):	14/05/2010
Date Application Valid:	28/06/2010		21/06/2010
			20/01/2011



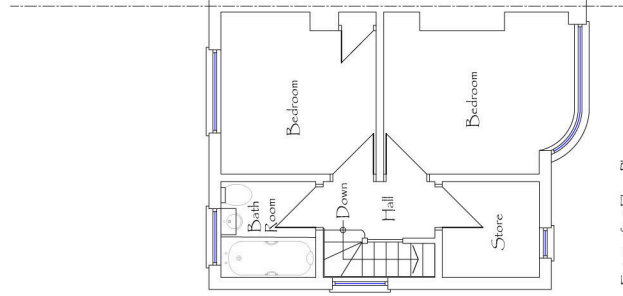
Existing front elevation



Existing rear elevation

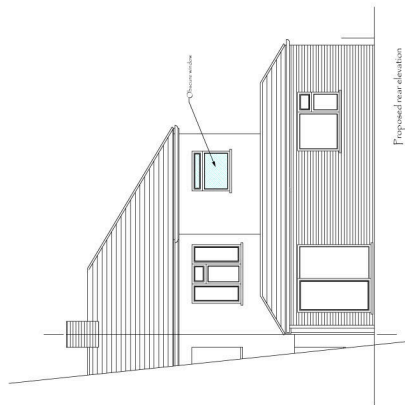


Existing Ground Floor Plan

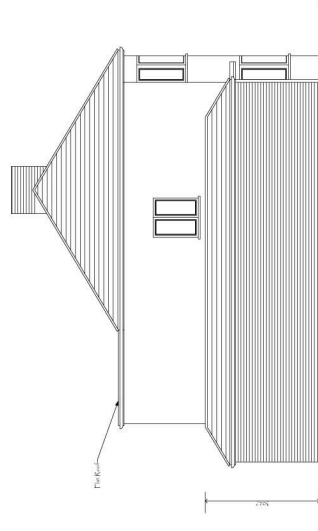


Existing first Floor Plan

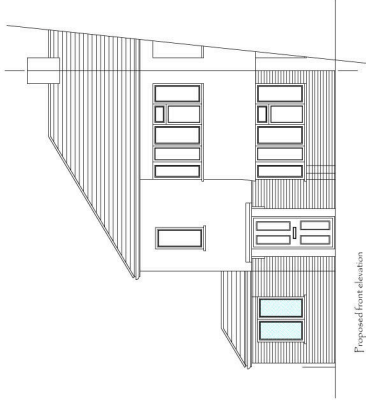
AN ARCHITECTURE 63 Leight Road Spartan Road Tel: 0120 8455012 Fax: 0120 8455022	Name	Mr Abram Chaudhary
	Scale	1:50
Site 76 Emouth Road	Date	August 2009
	Drawn	0155
Title		The Existing Elevations and Plans



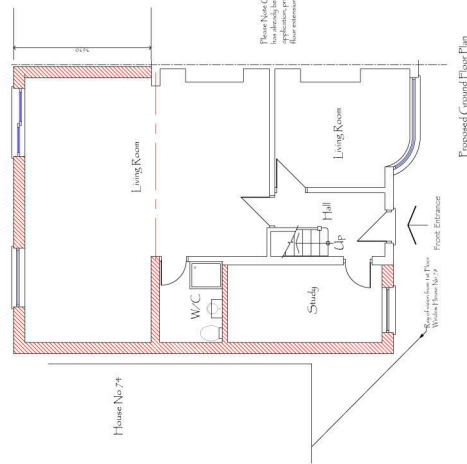
Proposed rear elevation



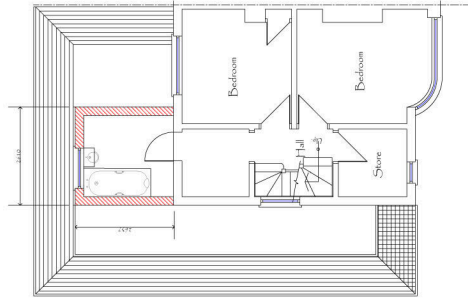
Proposed side elevation



Proposed front elevation

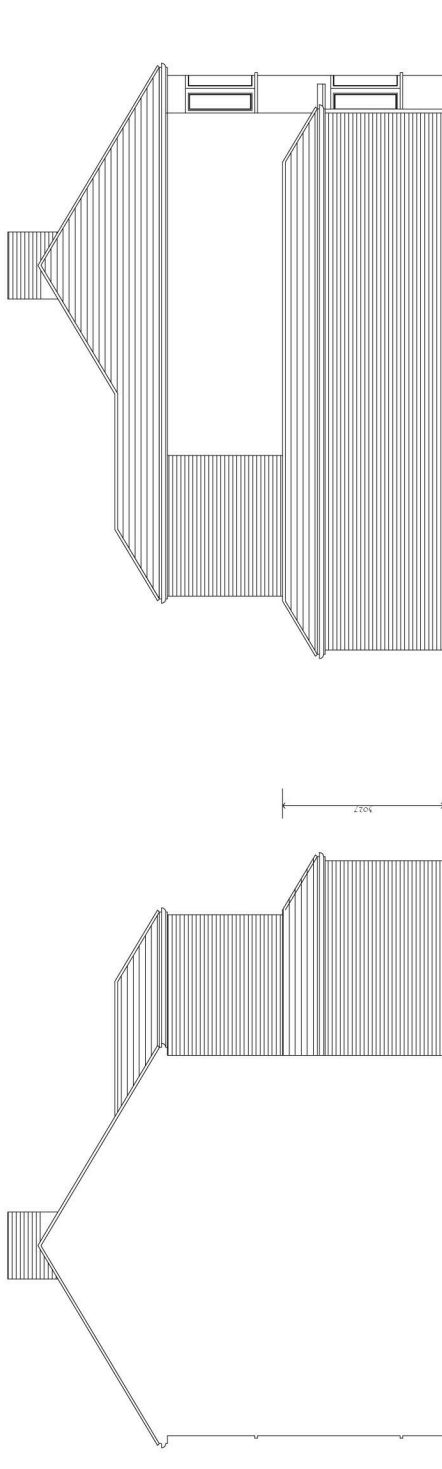


Proposed Ground Floor Plan



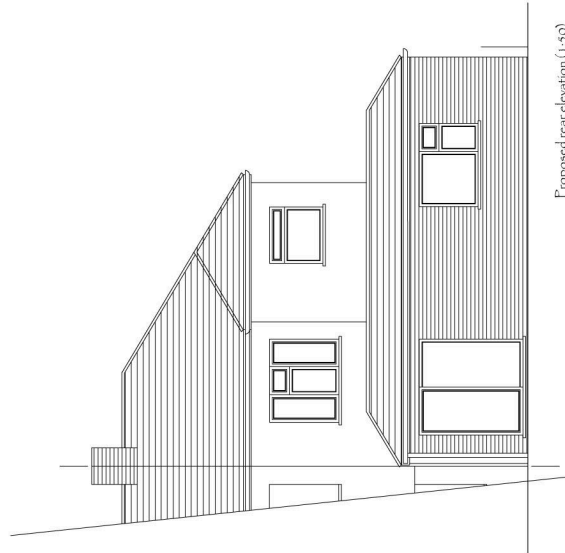
Proposed first Floor Plan

W/ ARCHITECTURE	Client	Mr Adam Chubb
	Project Name	7/6 Enoch Road
Scale	1:50	
Drawn By	TD 2008/2009	01/20
Drawn Date	01/20	
Drawn By	TD 2008/2009	
Drawn Date	01/20	
Drawn By	TD 2008/2009	
Drawn Date	01/20	



Proposed side elevation (1:50)

OTHER side elevation (1:50)




Proposed rear elevation (1:50)

AH ARCHITECTURE 65 Longfield Road St Leonards NSW 2257 Tel: 02 9442 2012 Fax: 02 9442 2022	Name: Mr Akram Chaudhary
	Site: 76 Emmouth Road
Scale: 1:50	Date: August 2010
Draw No: 0190	Title: Proposed elevations
Rev:	Date:



Notes

 Site boundary

For identification purposes only.

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Site Address

**76 Exmouth Road
Ruislip**

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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

Planning Application Ref:

66257/APP/2010/1112

Scale

1:1,250

Planning Committee

North Page 191

Date

**January
2011**



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 95 - 97 HIGH ROAD ICKENHAM

Development: Change of use from Class B2 (General Industry) to Class A5 (Hot Food Takeaways) for use as a takeaway, including installation of new shopfront.

LBH Ref Nos: 63771/APP/2010/2174

Date Plans Received: 14/09/2010

Date(s) of Amendment(s): 14/09/2010

Date Application Valid: 22/11/2010

22/11/2010

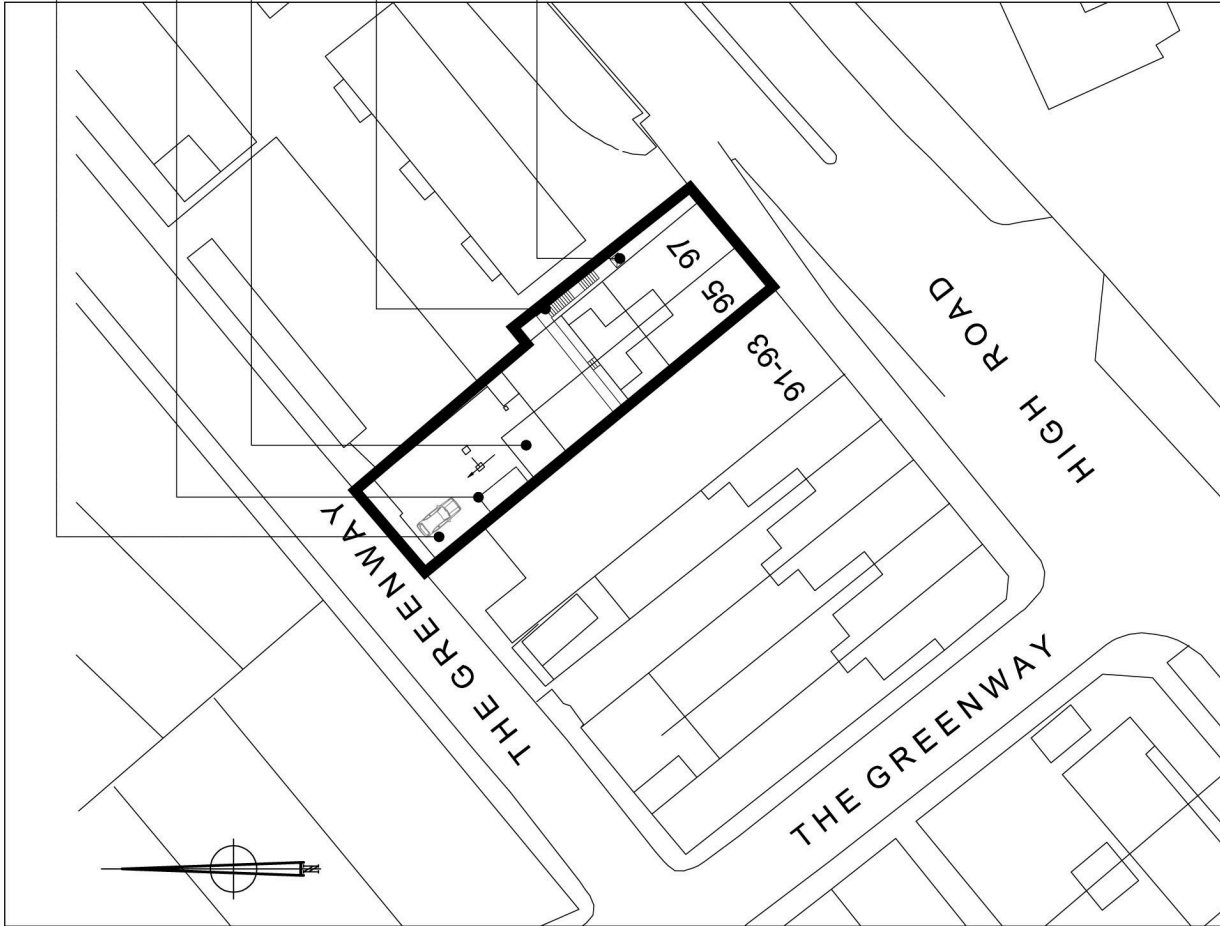
Vehicle Parking in rear yard

Proposed Refuse Compound in rear yard.

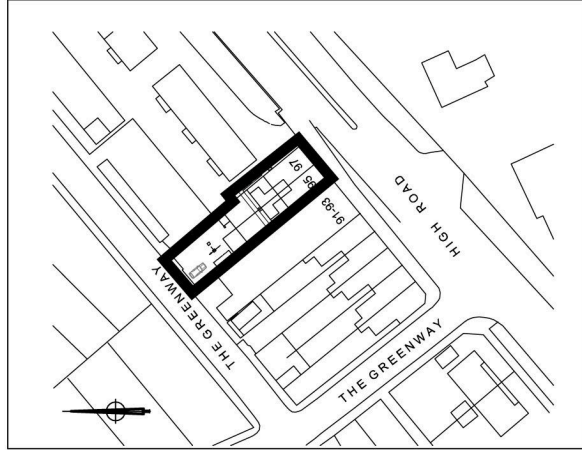
Single storey rear extension constructed by others does not form part of this application.

Existing metal staircase does not form part of this application.

Ella SMB 1000 extractor fan and vertical ductwork in galvanised metal fixed to side wall on metal support brackets. Maximum duct size 1000mm x 1000mm, tapering at higher level to 800mm x 800mm.



BLOCK PLAN (1:500)



SITE LOCATION PLAN (1:1250)

A 17.11.10 RED LINE INCLUDE NO. 97 AS PER PLANNING OFFICER'S REQ.

Issue Date Revision Details

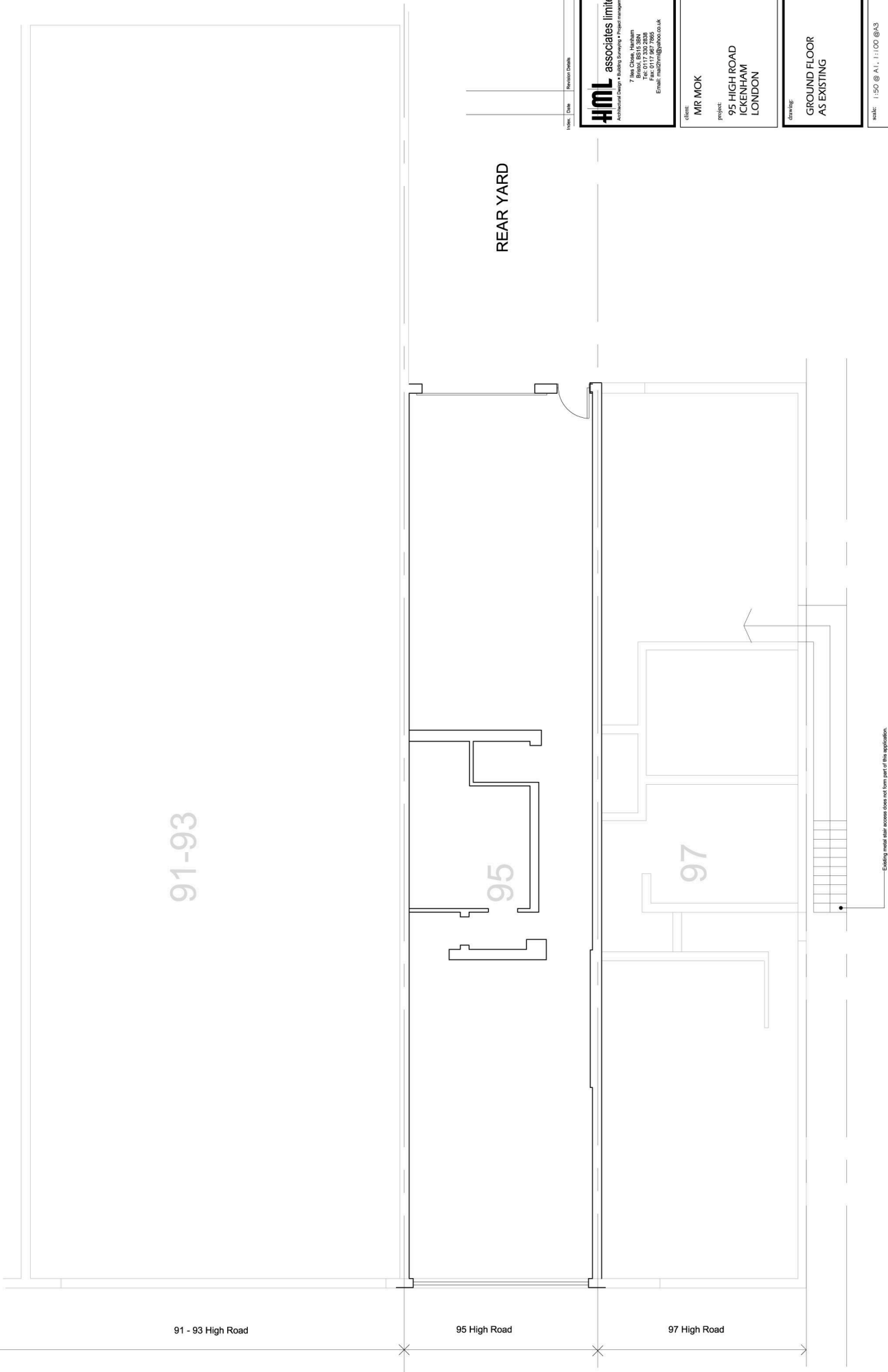
HML associates limited
 Architectural Design • Building Services • Project Management
 7 Iles Close, Hanham
 Bristol, BS15 3BN
 Tel: 0117 330 2638
 Email: malcolm@hml.co.uk

client: **MR MOK**
 project: **ICKENHAM RENDEZVOUS**
95 HIGH ROAD
ICKENHAM

drawing: **SITE LOCATION AND BLOCK PLAN**

scale: 1:1250, 1:500@ A3
 date: AUG 10
 drawn: HML

drawing no: **1077-05**
 revision: **A**



91-93

95

97

REAR YARD

91 - 93 High Road

95 High Road

97 High Road

Existing metal stair access down not part of this application.

<p>hml associates limited Architectural Design • Building Surveys • Project Management 7, Rose Court, Heston Uxbridge, Middlesex, UB8 3PH Tel: 0117 930 2638 Fax: 0117 937 7895 Email: info@hmlassociates.co.uk</p>	<p>Client: MR MOK Project: 95 HIGH ROAD ICKENHAM LONDON</p>	<p>Scale: 1:50 @ A1, 1:100 @ A3 Date: SEP 2010 Drawn: HML</p>	<p>Drawing no: 1077-01</p>
---	--	---	----------------------------

91-93

91 - 93 High Road

95 High Road

97 High Road

EXTERNAL REFUSE COMPOUND

REAR YARD

LANDLORD'S EXTENSION
NOT PART OF THIS APPLICATION

STORE

STAFF REST RM

CORRIDOR

BATHRM

SHWR

STORE

WC

KITCHEN

95

COLD ROOM

COUNTER

RETAIL

RAMP

ENTRANCE

Single storey rear extension constructed by others does not form part of this application.

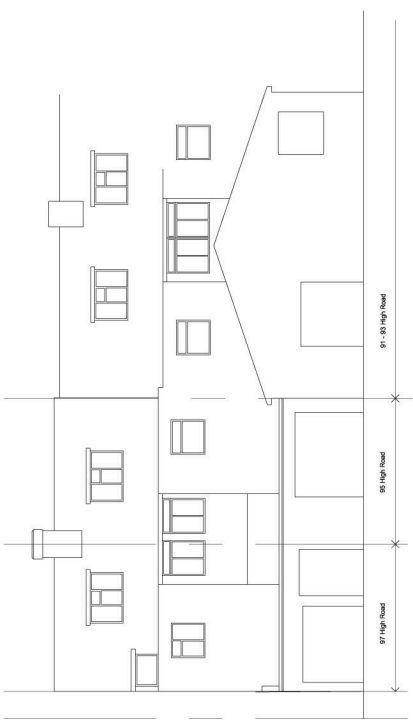
100mm x 100mm (Minimum) technical ductwork to be installed in void space to connect to ceiling through roof as agreed with landlord.

KITCHEN AIR EXTRACTOR SYSTEM TO SPECIALIST DESIGN
1 No. ELT 9500 1000 EXTRACTOR FAN
1 No. SLENER BOX SIZE 1000 X 1000 X 2500.

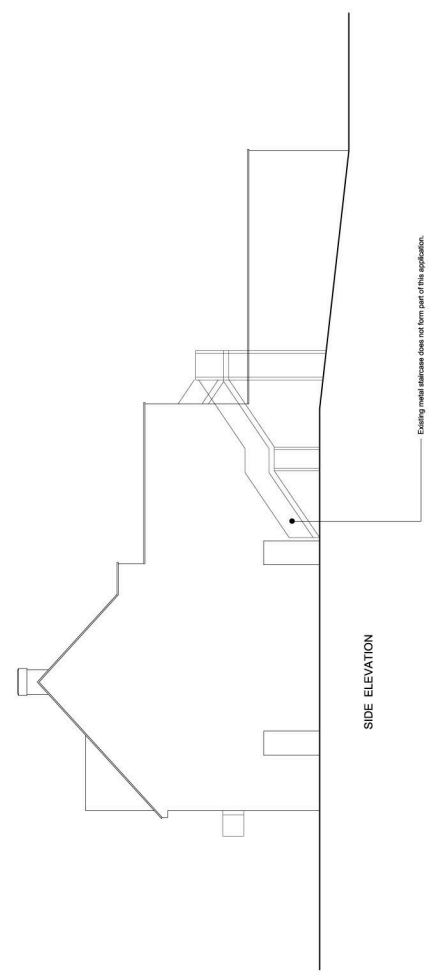
Elm 5040 1000 extractor fan and vertical ductwork to be provided with size 1000mm x 1000mm, lagging at higher level to 800mm A.S.L.

HML associates limited Architectural Design • Building Surveying • Project Management 7, The Cloak, Heston Uxbridge, Middlesex, UB8 3PH Tel: 0117 230 2838 Fax: 0117 267 7666 Email: hml@hmlassociates.co.uk	
Client:	MR MOK
Project:	95 HIGH ROAD ICKENHAM LONDON
Scale:	1:50 @ A1, 1:100 @ A3
Date:	SEP 2010
Drawn:	HML
Drawing no.:	1077-03

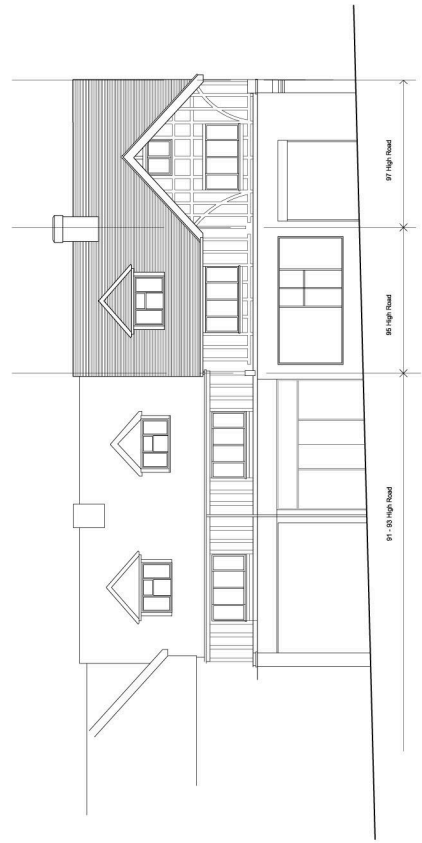
GROUND FLOOR
AS PROPOSED



REAR ELEVATION



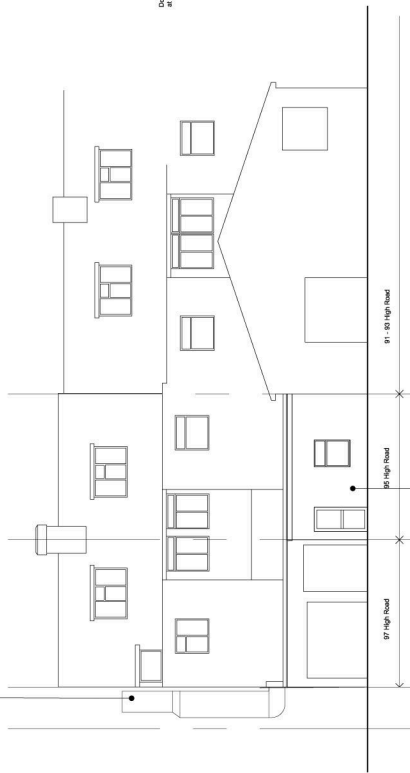
SIDE ELEVATION



FRONT ELEVATION

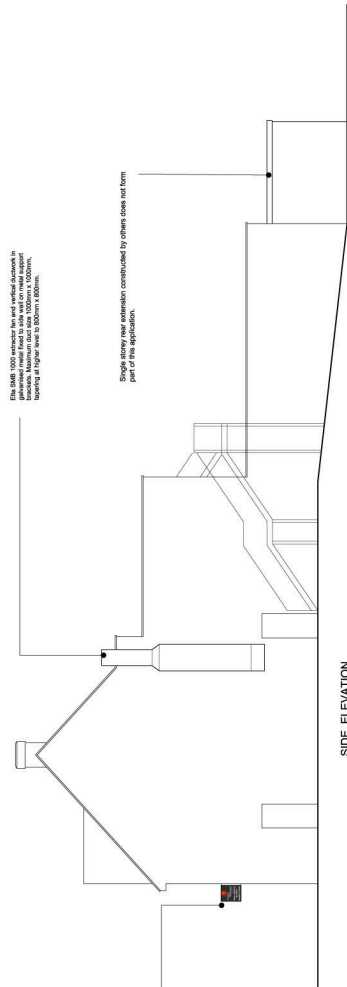
Issue:	Date:	Revision Details:
HML associates limited Architectural Design • Building Surveying • Project Management 7, The Cloak, Hereham 22, The Cloak, Hereham Tel: 0117 930 2638 Fax: 0117 937 7895 Email: hml@hmlassociates.co.uk		
Client:	MR MOK	
Project:	ICKENHAM RENDEZVOUS 95 HIGH ROAD ICKENHAM	
Drawing:	FRONT, REAR AND SIDE ELEVATIONS AS EXISTING	
Scale:	1:100 @ A1	
Date:	AUG 2010	
Drawn:	HML	
Drawing no.:	1077-02	
Project no.:		

Elza SML 1000 exterior has been selected in accordance with the manufacturer's instructions. Maximum lead time 1000mm x 1000mm, depending on quantity and location.



REAR ELEVATION

Single storey rear extension contributed by others does not form part of this application.



SIDE ELEVATION

Elza SML 1000 exterior has been selected in accordance with the manufacturer's instructions. Maximum lead time 1000mm x 1000mm, depending on quantity and location.

Single storey rear extension contributed by others does not form part of this application.

Double sided internally backed hanging sign fixed to wall at high level.

Internally fixed sign on exterior wall to existing window.

Double sided internally backed hanging sign fixed to wall at high level.

Elza SML 1000 exterior has been selected in accordance with the manufacturer's instructions. Maximum lead time 1000mm x 1000mm, depending on quantity and location.

Powder coated aluminium rear door.

Powder coated aluminium signpost with clear background safety glazing. 1000mm wide internally mounted sign.



FRONT ELEVATION

Rev	Date	Revision Details

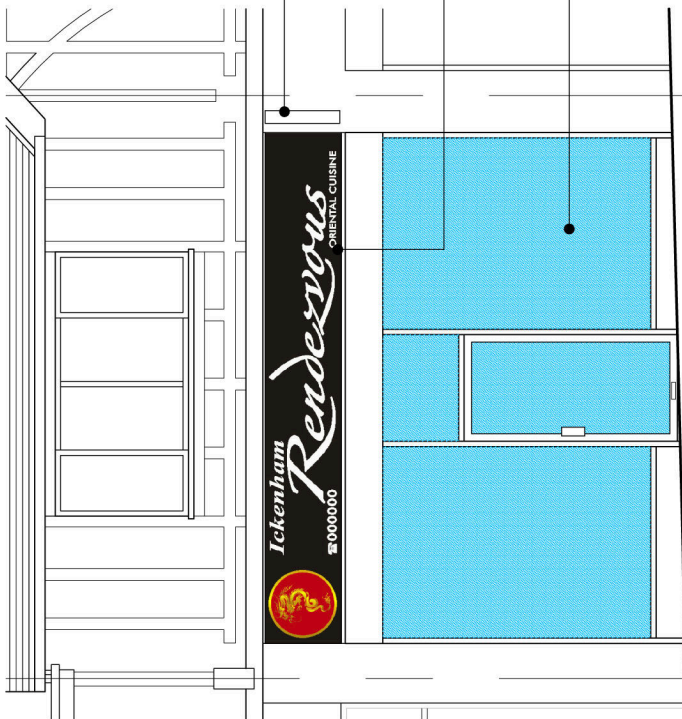
HML associates limited
 Architectural Design • Building Services • Project Management
 7, The Cloak, Hereham
 Tel: 0117 520 2838
 Fax: 0117 587 7886
 Email: hml@hmlassociates.co.uk

Client: **MR MOK**
 Project: **ICKENHAM RENDEZVOUS**
95 HIGH ROAD
ICKENHAM

Drawings: **FRONT, REAR AND SIDE ELEVATIONS AS PROPOSED**

Scale: 1:100 @ A1
 Date: AUG 2010
 Drawn: HML

Drawing no: **1077-04**



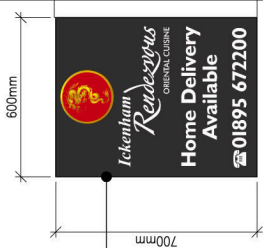
Shop Front Elevation (scale 1:50)



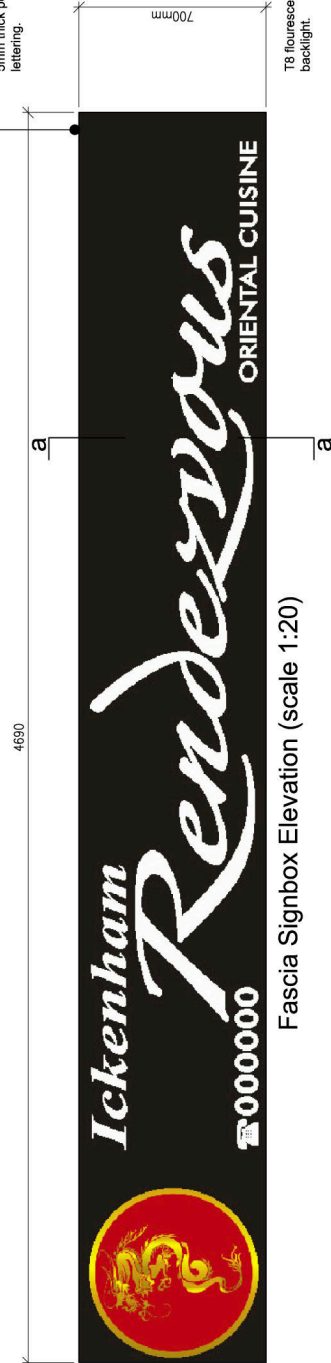
PROJECTING SIGN
120mm thick aluminium box fixed to existing wall using screw fixings. Both sides of signbox is finished in 5mm thick perspex with Logo and lettering, backlit by internal T8 fluorescent lamps.

FASCIA SIGN
200mm thick aluminium box screw fixed to existing wall. Front is finished with 5mm thick perspex. Logo and lettering are backlit by internal T8 fluorescent lamps.

POWDER COATED ALUMINIUM FRAMED SHOPFRONT with fixed glazing on either side of door in clear safety glass. Manually operated entrance door on self closing device. 1000mm wide, glazed in clear safety glass.

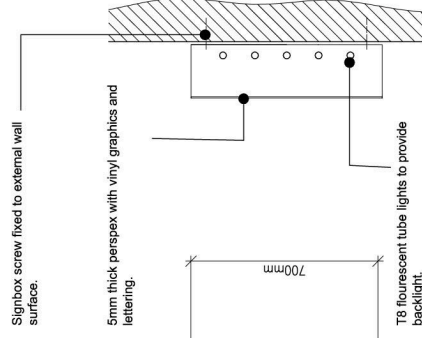


Projecting signbox (scale 1:20)



Fascia Signbox Elevation (scale 1:20)

Section a-a (scale 1:20)



Signbox screw fixed to external wall surface.

5mm thick perspex with vinyl graphics and lettering.

T8 fluorescent tube lights to provide backlight.

HML associates limited
Architectural Design • Building Services • Project Management
7 Iles Close, Hanham
Bristol, BS15 3BN
Tel: 0117 330 2538
Email: malcolm@hml.co.uk



client: **A MOK**
project: **ICKENHAM RENDEZVOUS**
95 HIGH ROAD
ICKENHAM

drawing: **SHOPFRONT**
AS PROPOSED

scale: 1:50 & 1:20 @A3
date: AUG 10
drawn: HML

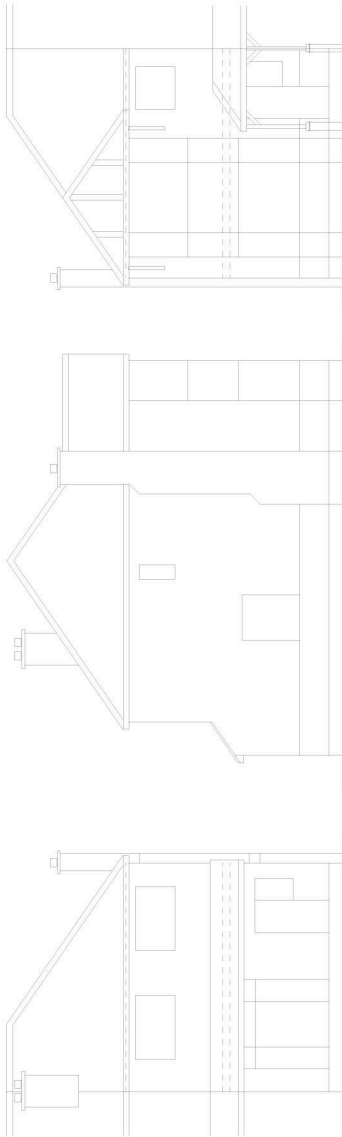
drawing no: **1077-06**
revision:



<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. All rights reserved. London Borough of Hillingdon 100019283 2011</p>	<p>Site Address</p> <p style="text-align: center;">95 - 97 High Road Ickenham</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Planning, Environment & Community Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">63771/APP/2010/2174</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">North Page 199</p>	<p>Date</p> <p style="text-align: center;">January 2011</p>	
		 HILLINGDON <small>LONDON</small>	

Report of the Head of Planning & Enforcement Services

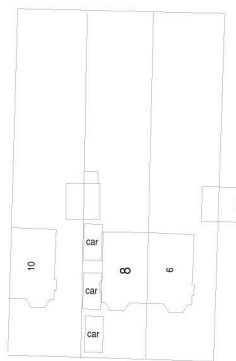
Address 8 ST MARTINS APPROACH RUISLIP
Development: Single storey rear extension, involving demolition of existing garage.
LBH Ref Nos: 44613/APP/2010/2283
Date Plans Received: 29/09/2010 **Date(s) of Amendment(s):**
Date Application Valid: 22/10/2010



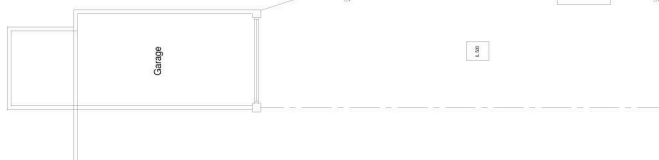
EXISTING FRONT ELEVATION 1:100

EXISTING SIDE ELEVATION 1:100

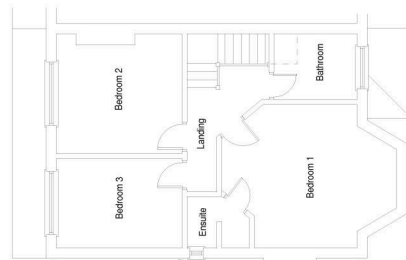
EXISTING REAR ELEVATION 1:100



EXISTING SITE PLAN 1:500



EXISTING GROUND FLOOR PLAN 1:100



EXISTING FIRST FLOOR PLAN 1:100

EXISTING SIDE ELEVATION 1:100



PAPER SIZE A2

EXISTING FLOOR AREA
EXISTING PLANS

This drawing has not been approved by the Local Authority do not use for construction

Brian Layer
Residential Design & Planning
Telephone 01628 530946

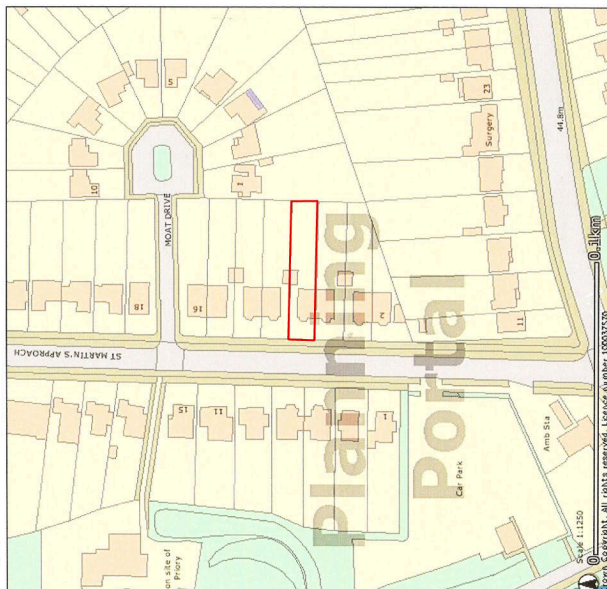
Drawing Title : Existing Plans

Client: Mr & Mrs Stepan & St Martins Approach Ruislip

Client Approval:

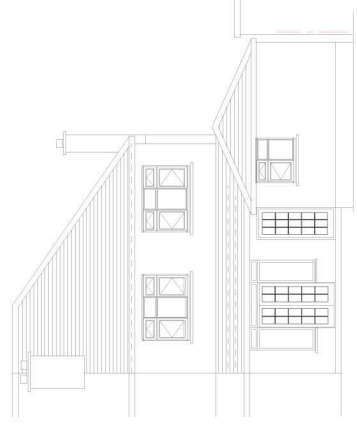
BL/2010/1

Site Location Plan

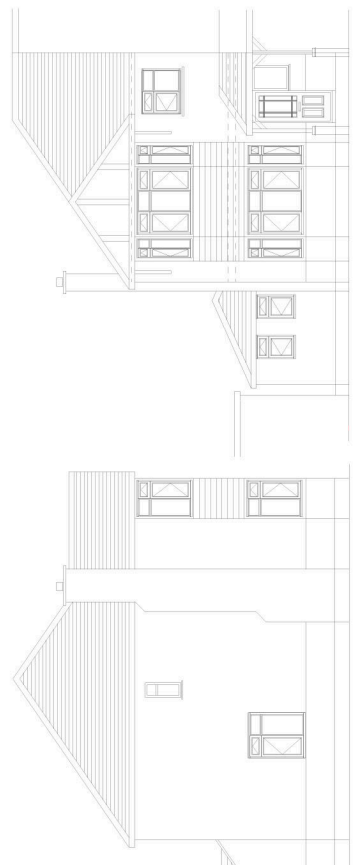




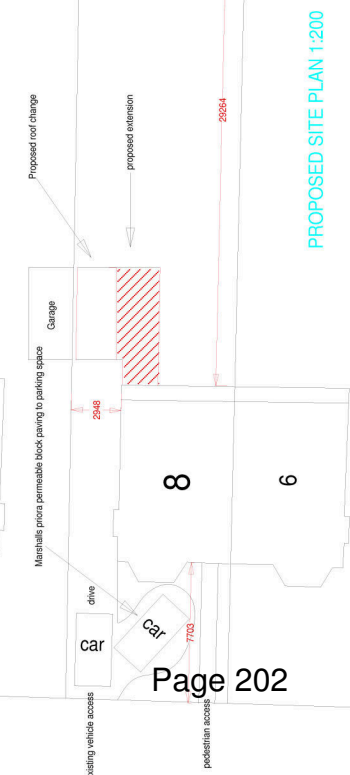
PROPOSED SITE PLAN 1:500



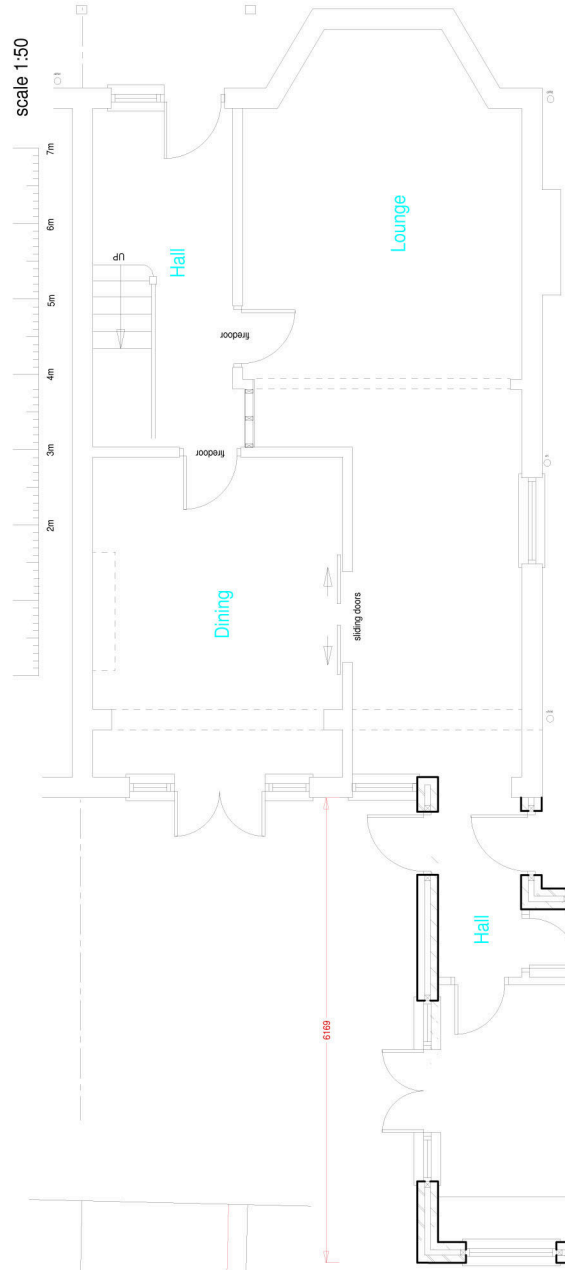
PROPOSED REAR ELEVATION 1:100



PROPOSED SIDE ELEVATION 1:100



PROPOSED SITE PLAN 1:200



PROPOSED GROUND FLOOR PLAN 1:50

scale 1:50

IL 500

PAPER SIZE A2

EXISTING FLOOR AREA -

PROPOSED PLANS

This drawing has not been approved by the Local Authority do not use for construction

Brian Layer
Residential Design & Planning
Telephone 01628 530246

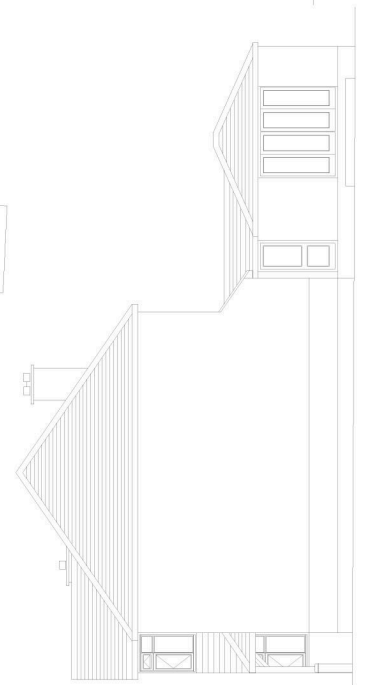
Drawing Title - Proposed Plans

Client: Mr & Mrs Stepan 6 St Martins Approach Ruislip

Client Approval:


BL/2010/3

PROPOSED SIDE ELEVATION 1:100





Notes

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London Borough of Hillingdon
100019283 2011

Site Address	
8 St Martins Approach Ruislip	
Planning Application Ref:	Scale
44613/APP/2010/2283	1:1,250
Planning Committee	Date
North Page 203	January 2011

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 95A HIGH ROAD ICKENHAM

Development: 1x internally illuminated fascia sign to front and 1x internally illuminated projecting sign.

LBH Ref Nos: 63007/ADV/2010/59

Date Plans Received: 14/09/2010

Date(s) of Amendment(s):

Date Application Valid: 07/10/2010

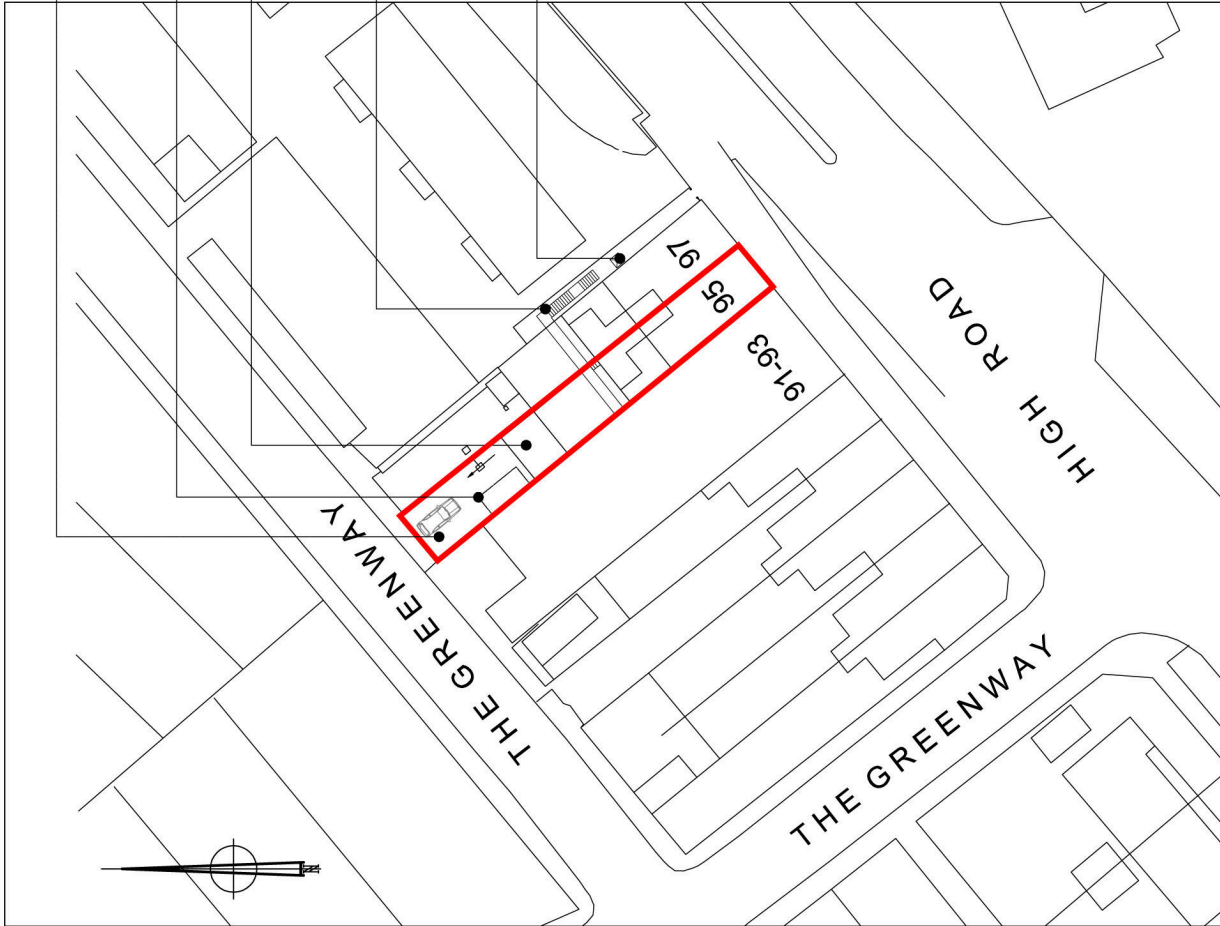
Vehicle Parking in rear yard

Proposed Refuse Compound in rear yard.

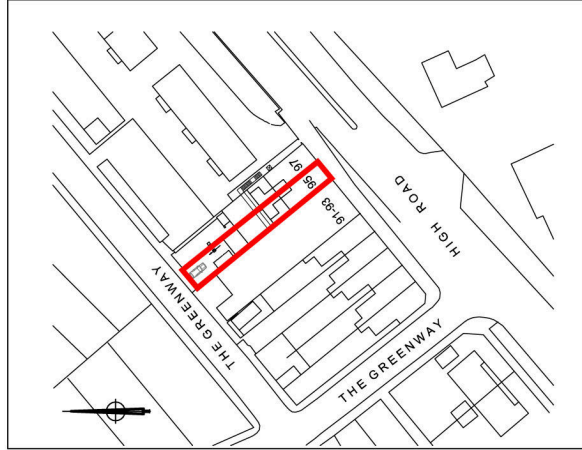
Single storey rear extension constructed by others does not form part of this application.

Existing metal staircase does not form part of this application.

Ela SMB 1000 extractor fan and vertical ductwork in galvanised metal fixed to side wall on metal support brackets. Maximum duct size 1000mm x 1000mm, tapering at higher level to 800mm x 800mm.



BLOCK PLAN (1:500)



SITE LOCATION PLAN (1:1250)

DATE	DESCRIPTION

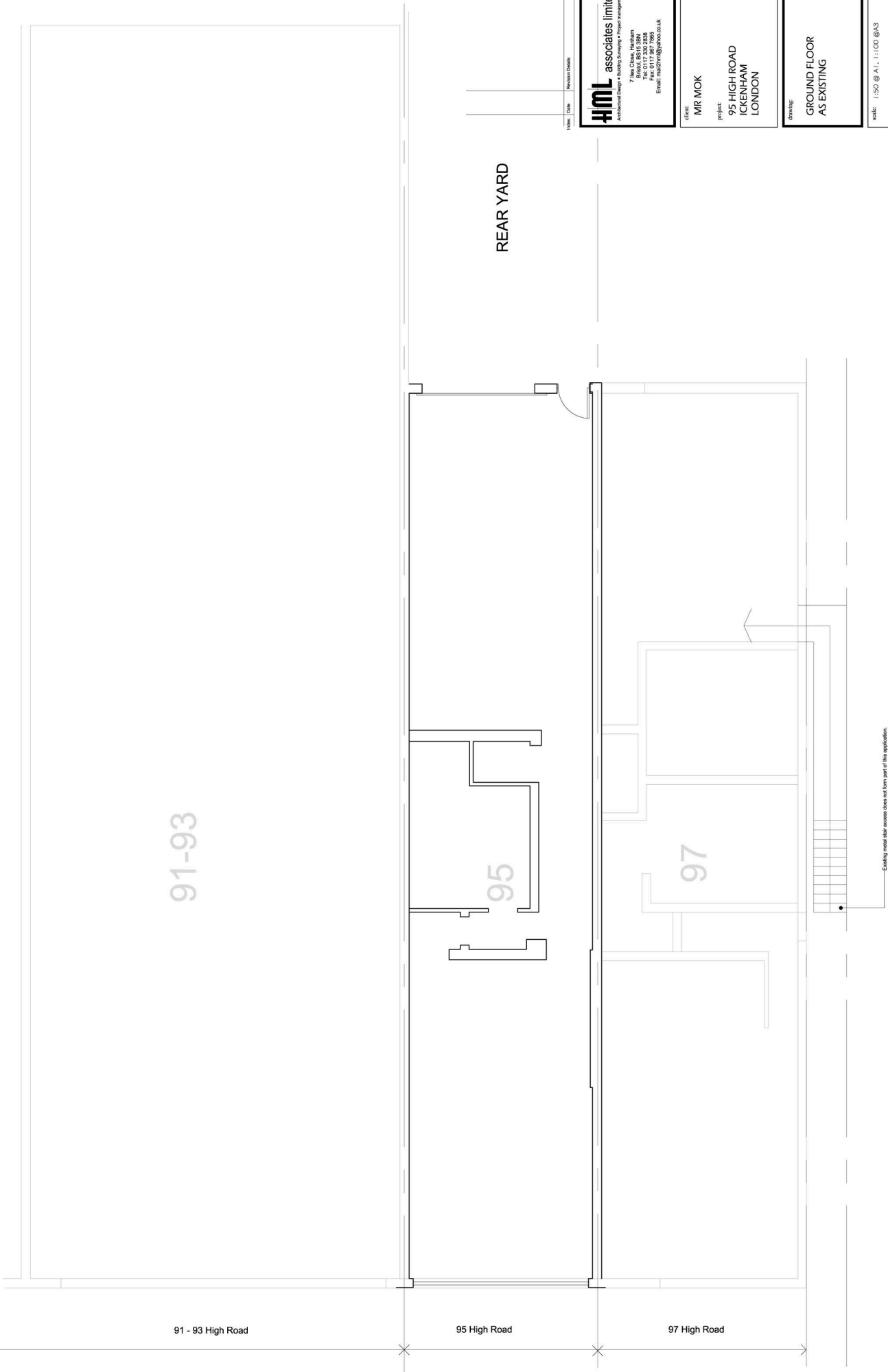
HML associates limited
 Architectural Design • Building Services • Project management
 7 Iles Close, Hanham
 Bristol, BS15 3BN
 Tel: 0117 330 2638
 Email: malcolm@hml.co.uk

client: **MR MOK**
 project: **ICKENHAM RENDEZVOUS**
95 HIGH ROAD
ICKENHAM

drawing: **SITE LOCATION AND BLOCK PLAN**

scale: 1:1250, 1:500@ A3
 date: AUG 10
 drawn: HML

drawing no: **1077-05**
 revision:



91-93

95

97

REAR YARD

91 - 93 High Road

95 High Road

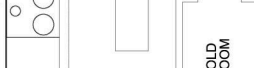
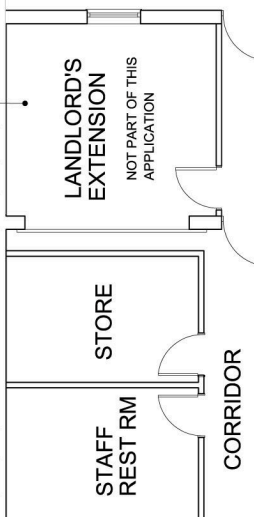
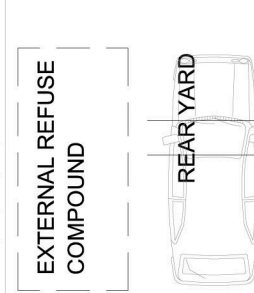
97 High Road

Existing metal stair access down not form part of this application.

<p>hml associates limited Architectural Design • Building Surveys • Project Management 7, Rose Court, Heston Uxbridge, Middlesex, UK Tel: 0117 930 2638 Fax: 0117 937 7895 Email: hml@hmlassociates.co.uk</p>	<p>Client: MR MOK Project: 95 HIGH ROAD ICKENHAM LONDON</p>	<p>Scale: 1:50 @ A1, 1:100 @ A3 Date: SEP 2010 Drawn: HML</p>	<p>Drawing no: 1077-01</p>
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91-93

91 - 93 High Road



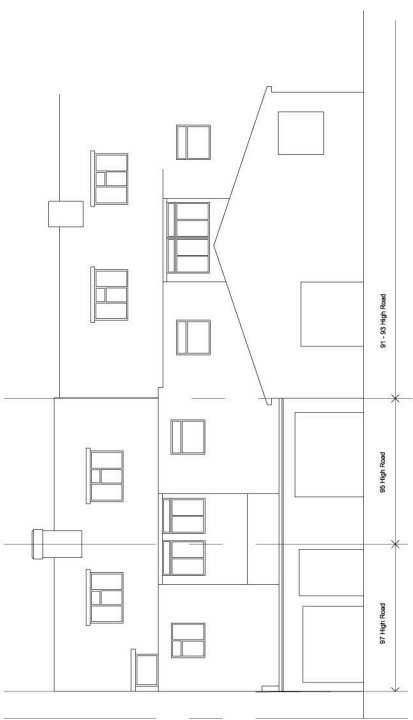
Single storey rear extension constructed by others does not form part of this application.

100mm x 100mm (Minimum) mechanical ductwork to be installed in void space to underside of ceiling through roof as agreed with landlord.

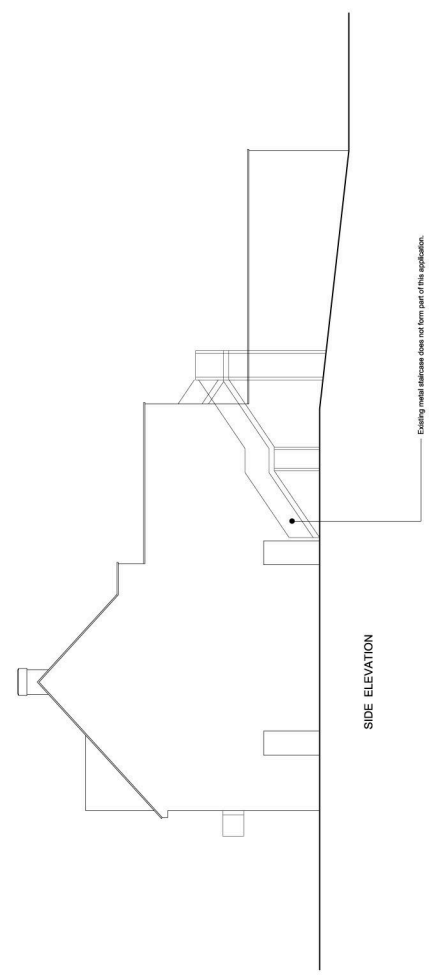
KITCHEN AIR EXTRACTOR SYSTEM TO SPECIALIST DESIGN
1 No. ELT 9 SWB 1000 EXTRACTOR FAN
1 No. SILENCER BOX SIZE 1000 X 1000 X 2500.

Elm SWB 1000 extractor fan and vertical ductwork to be provided with size 1000mm x 1000mm, lagging at higher level to 800mm A.

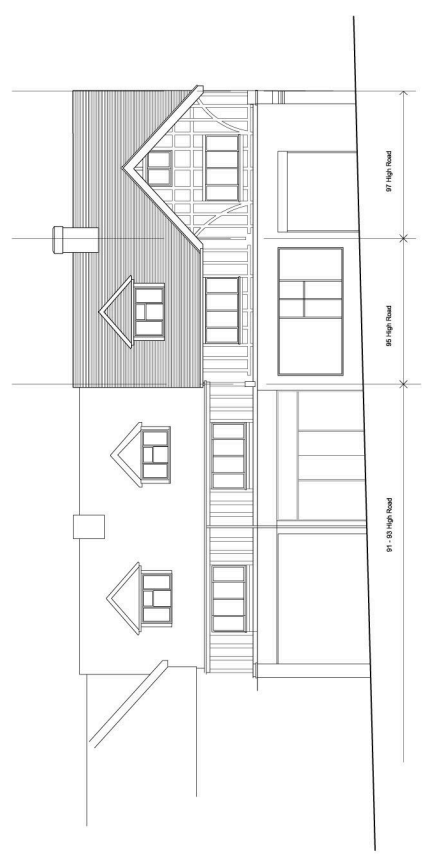
HML associates limited Architectural Design • Building Surveying • Project Management 7, The Cloak, Heston Uxbridge, Middlesex, UB8 3PH Tel: 0117 230 2838 Fax: 0117 267 7666 Email: hml@hmlassociates.co.uk	client: MR MOK
	project: 95 HIGH ROAD ICKENHAM LONDON
drawing: GROUND FLOOR AS PROPOSED	
scale: 1:50 @ A1, 1:100 @ A3	date: 5EP 2010
drafter: HML	drawing no.: 1077-03



REAR ELEVATION



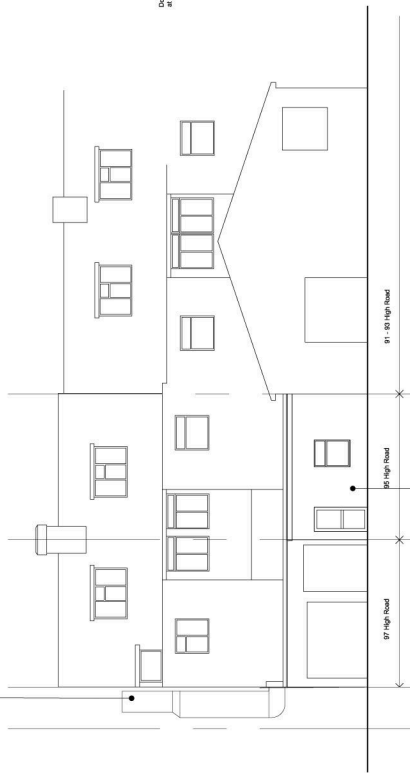
SIDE ELEVATION



FRONT ELEVATION

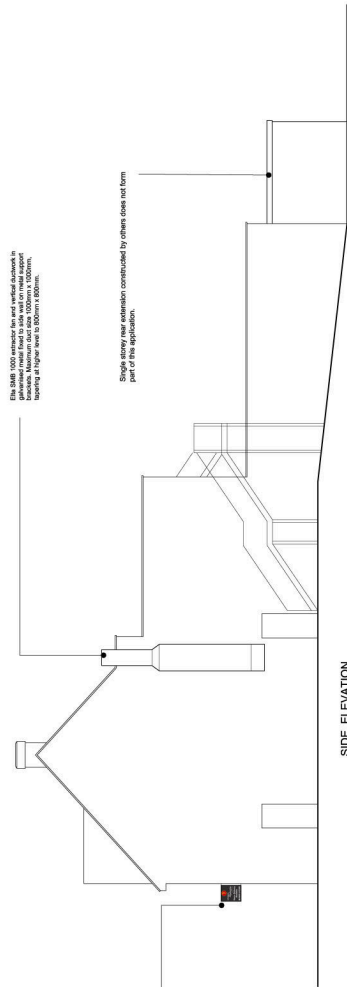
Issue	Date	Revision Details
HML associates limited Architectural Design • Building Surveys • Project Management 7, The Cloak, Hereham 22, The Cloak, Hereham Tel: 0117 200 2638 Fax: 0117 207 7895 Email: hml@hmlassociates.co.uk		
Client:	MR MOK	
Project:	ICKENHAM RENDEZVOUS 95 HIGH ROAD ICKENHAM	
Drawing:	FRONT, REAR AND SIDE ELEVATIONS AS EXISTING	
Scale:	1:100 @ A1	
Date:	AUG 2010	
Drawn:	HML	
Drawing no.:	1077-02	
Project no.:		

Etia 1000 antiriscio in rete metallica advevata in
 pannello con rete di filo metallico advevato in
 alluminio. Altezza massima 1000mm x 1000mm.
 Isolamento in polistirolo espanso 100mm.



REAR ELEVATION

Single storey rear extension constructed by others does not form
 part of this application.



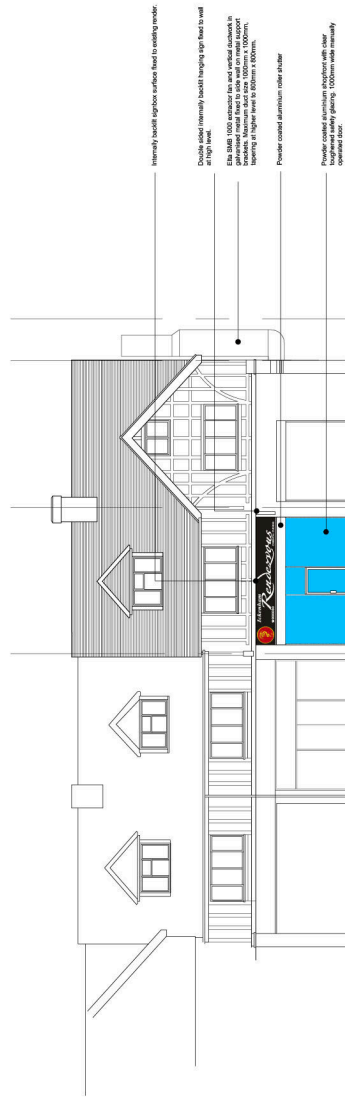
SIDE ELEVATION

Etia 1000 antiriscio in rete metallica advevata in
 pannello con rete di filo metallico advevato in
 alluminio. Altezza massima 1000mm x 1000mm.
 Isolamento in polistirolo espanso 100mm.

Single storey rear extension constructed by others does not form
 part of this application.

Double sided internally banded hanging sign fixed to wall
 at high level.

Single storey rear extension constructed by others does not form
 part of this application.



FRONT ELEVATION

Internally banded signpost surface fixed to existing masonry
 at high level.

Double sided internally banded hanging sign fixed to wall
 at high level.

Etia 1000 antiriscio in rete metallica advevata in
 pannello con rete di filo metallico advevato in
 alluminio. Altezza massima 1000mm x 1000mm.
 Isolamento in polistirolo espanso 100mm.

Powder coated aluminium roller shutter

Powder coated aluminium signpost with clear
 background safety glazing. 1000mm wide internally
 constructed.

Issue	Date	Revision Details

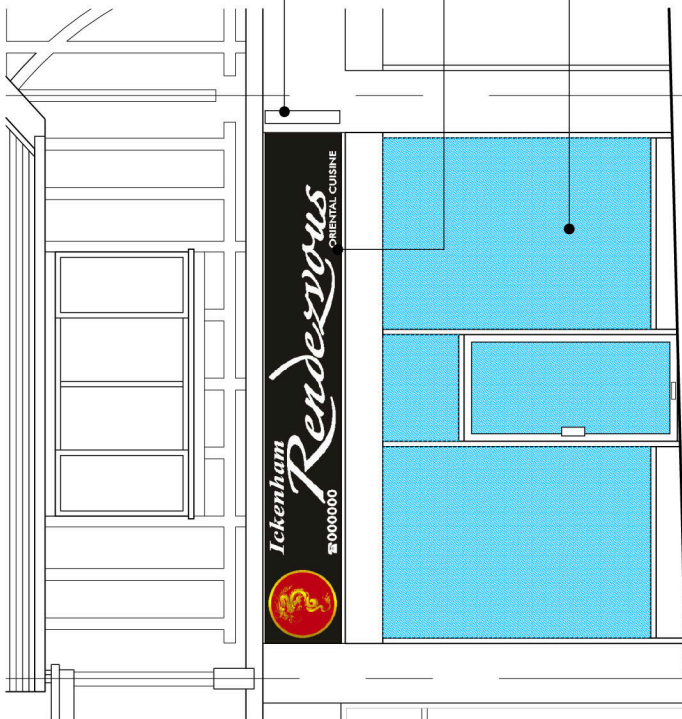
HML associates limited
 Architectural Design • Building Services • Project Management
 7, The Cloak, Hereham
 Tel: 0117 200 2838
 Fax: 0117 207 7000
 Email: hml@hmlassociates.co.uk

Client: **MR MOK**
 Project: **ICKENHAM RENDEZVOUS**
95 HIGH ROAD
ICKENHAM

Drawings: **FRONT, REAR AND SIDE**
ELEVATIONS
AS PROPOSED

Scale: 1:100 @ A1
 Date: AUG 2010
 Drawn: HML

Drawing no: **1077-04**
 Revision:

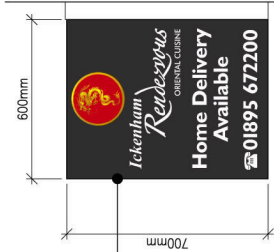


Shop Front Elevation (scale 1:50)

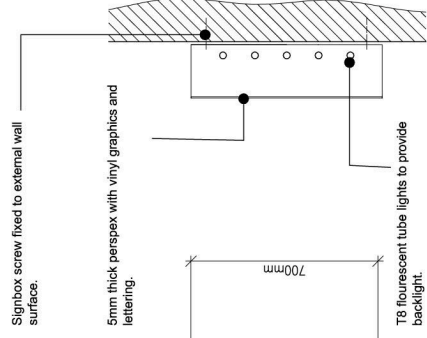
PROJECTING SIGN
120mm thick aluminium box fixed to existing wall using screw fixings. Both sides of signbox is finished in 5mm thick perspex with Logo and lettering, backlit by internal T8 fluorescent lamps.

FASCIA SIGN
200mm thick aluminium box screw fixed to existing wall. Front is finished with 5mm thick perspex. Logo and lettering are backlit by internal T8 fluorescent lamps.

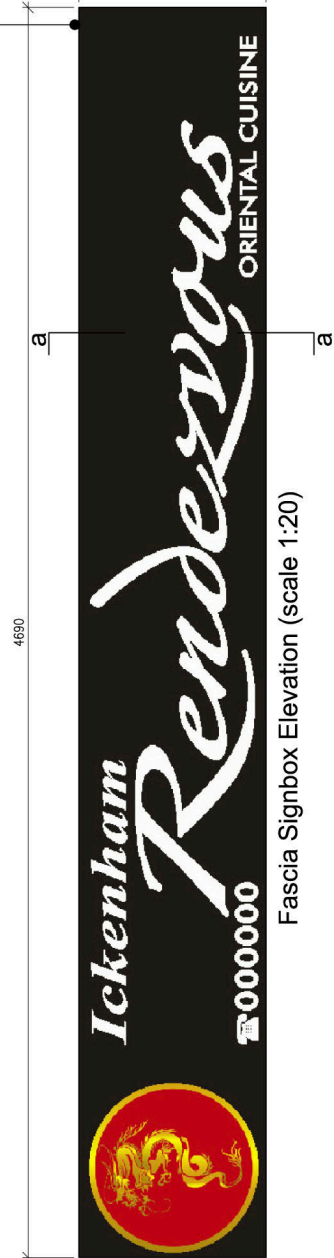
POWDER COATED ALUMINIUM FRAMED SHOPFRONT with fixed glazing on either side of door in clear safety glass. Manually operated entrance door on self closing device. 1000mm wide, glazed in clear safety glass.



Projecting signbox (scale 1:20)



Section a-a (scale 1:20)



Fascia Signbox Elevation (scale 1:20)

HML associates limited
Architectural Design • Building Services • Project management
7 Iles Close, Hanham
Bristol, BS15 3BN
Tel: 0117 330 2538
Email: malcolm@hml.co.uk

client:
A MOK

project:
ICKENHAM RENDEZVOUS
95 HIGH ROAD
ICKENHAM



drawing:
SHOPFRONT
AS PROPOSED

scale: 1:50 & 1:20 @A3
date: AUG 10
drawn: HML

drawing no:
1077-06

revision:



<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. All rights reserved. London Borough of Hillingdon 100019283 2011</p>	<p>Site Address</p> <p align="center">95A High Road Ickenham</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Planning, Environment & Community Services</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">63007/ADV/2010/59</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">North Page 211</p>	<p>Date</p> <p align="center">January 2011</p>	

Report of the Head of Planning & Enforcement Services

Address FORMER MILL WORKS BURY STREET RUISLIP

Development: Variation of condition 4 (to enable erection of two garages to Plots 2 and 3) of planning permission ref: 6157/APP/2009/2069 dated 02/03/2010: Erection of 66 dwellings comprising 2, three-storey apartment blocks providing 30 apartments (1 studio; 5 one- bedroom; 21 two-bedroom; and 3 three-bedroom units) and 32 three-bedroom and 4 four-bedroom houses with associated car parking, landscaping and access (involving the demolition of existing buildings.)

LBH Ref Nos: 6157/APP/2010/2384

Date Plans Received: 08/10/2010

Date(s) of Amendment(s):

Date Application Valid: 08/10/2010

NOTES

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REVISIONS

Date	Rev	Description
05.10.10	A	Minor changes to garages

Proposed Development
 Footprint Area = 2836sq. m.

Existing Development
 Footprint Area = 5187sq. m.



PLANNING

Client: Linden Homes

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JOHN THOMPSON & PARTNERS
 Bury Street, Ruislip

Job Ref: 00147
 Drawn: PC
 Checked By: IF
 Date: 18/01/2011
 Scale: 1:500
 Drawing No: S14
 Revision: A



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Date	Rev.	Description
08/08/10	A	Garage to Plot 1 removed. Plot 2 garage amended
19/12/10	B	Garage to Plot 2 amended



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JOHN THOMPSON & PARTNERS
 Job Ref: 00147
 Drawn: PC
 Checked By: IF
 Date: 28/09/2010
 Scale: @A3
 1:500
 Drawing No: S12
 Revision: B



PLANNING

Client: Linden Homes

Project: Bury Street, Ruislip

Drawing Title: Proposed Site Layout

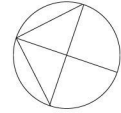
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REVISIONS

Date	Rev	Description
10/09/10	A	Gauge to Plot 1 removed. Plot 2 gauge amended
13/12/10	B	Gauge to Plot 2 amended
14/12/10	C	Gauge to Plot 2 amended



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JOHN THOMPSON & PARTNERS
 Checked By: JN
 Date: 28/09/12
 Drawing No: S15
 Revision: C

PLANNING

Client: Linden Homes

Drawn: Bury Street, Ruislip

Drawing Title: Roof Plan



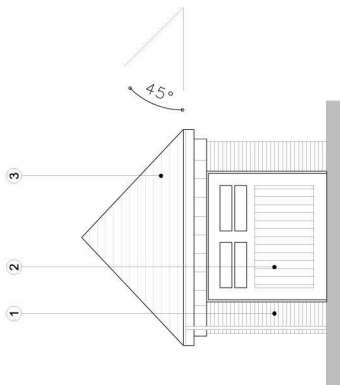
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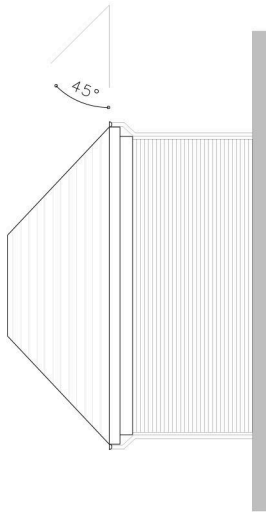
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Materials Notes

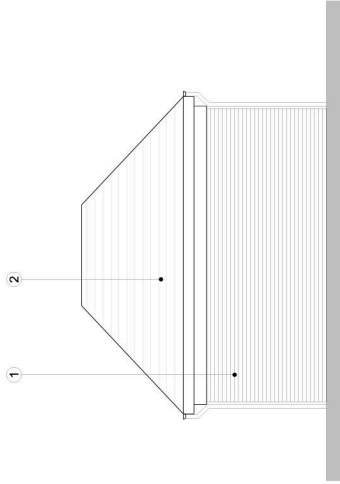
1. Orange/red coloured brick work
2. Black timber boarding
3. Red roof tiling



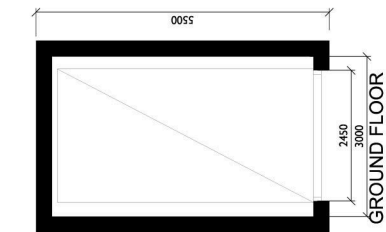
FRONT ELEVATION



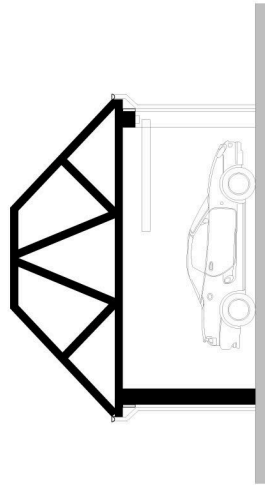
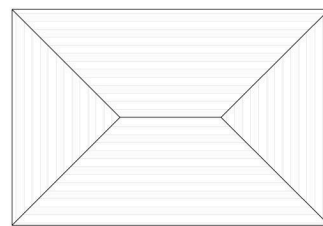
LEFT ELEVATION



RIGHT ELEVATION



GROUND FLOOR



SECTION

PLANNING



Client:
Linden Homes

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 Web: www.ltp.co.uk



Project:
Bury Street, Ruislip

Job Ref: 00147
 Drawn: PC
 Checked By: IF

Drawing Title:
Proposed Garage Plans & Elevations

Scale: @A3
 Date: 13/12/2010
 Drawing No: P01
 Revision: C

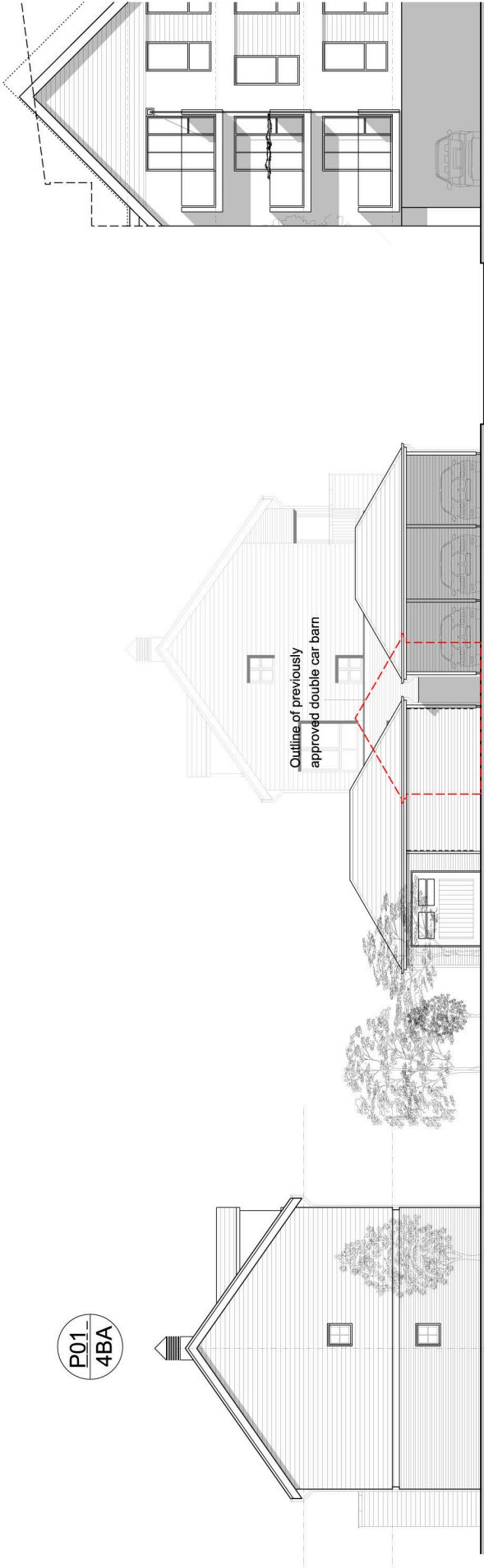
JOHN THOMPSON & PARTNERS

Date	Rev.	Description
17/06/10	A	Garage width increased, side door added
13/12/10	B	Garage roof amended
13/12/10	C	Garage roof amended

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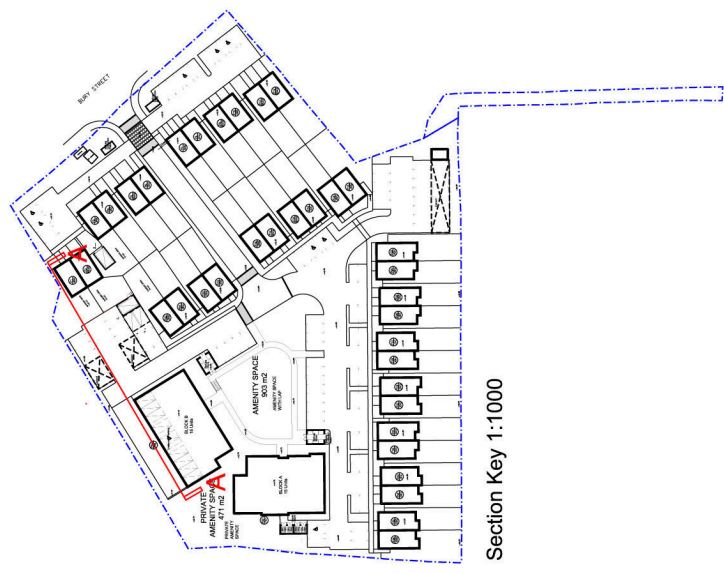
REVISIONS

Date	No.	Description
22/09/10	A	Shedding & section line adjusted
27/09/10	B	Approved car barn added
13/01/10	C	Garage moved



Rear Garden Proposed Garage/Car Barn Approved Car Barn Access Road Approved Block B

Page 217
 Section A-A



Section Key 1:1000

PLANNING

Client
 Linden Homes

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 Web: www.lindenhomes.co.uk

JT

Project
 Bury Street, Ruislip

Drawing Title
 Garage Section

Drawing No.
 1.200

Drawing Date
 21/09/10

Drawing Scale
 S/B

Checked By
 PC

Drawn By
 JT

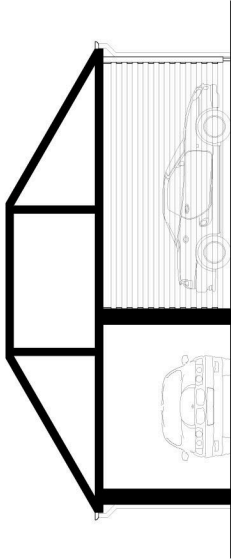
Revised
 C

JOHN THOMPSON & PARTNERS

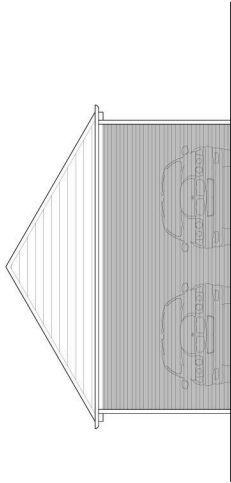
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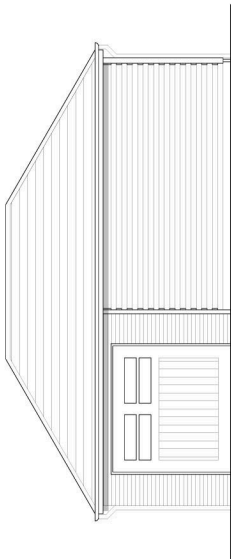
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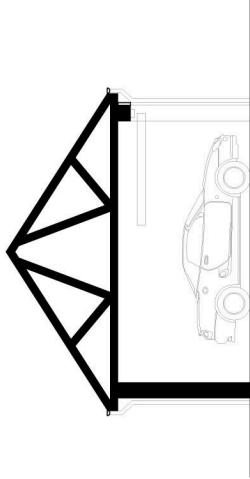
SECTION A -A



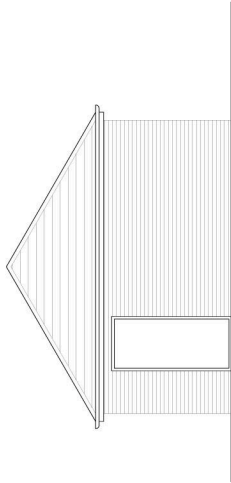
RIGHT ELEVATION



FRONT ELEVATION

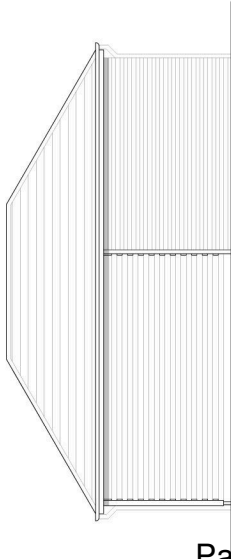


SECTION B -B

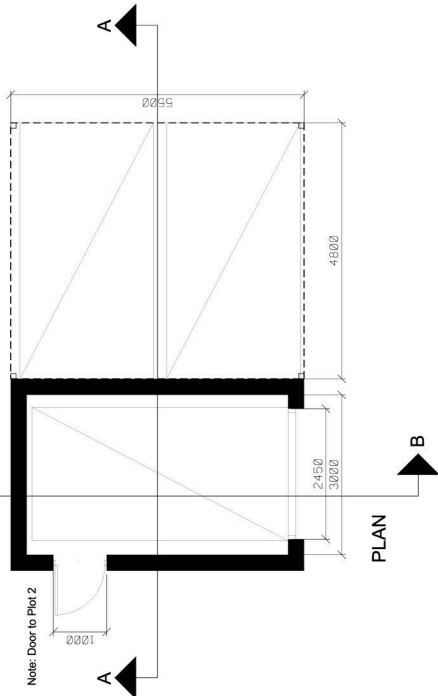


LEFT ELEVATION

Note: Door to Plot 2



REAR ELEVATION



ROOF PLAN

PLANNING APPLICATION

REVISIONS

Date	Rev	Description
17/10/20	A	Material note removed



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PLANNING

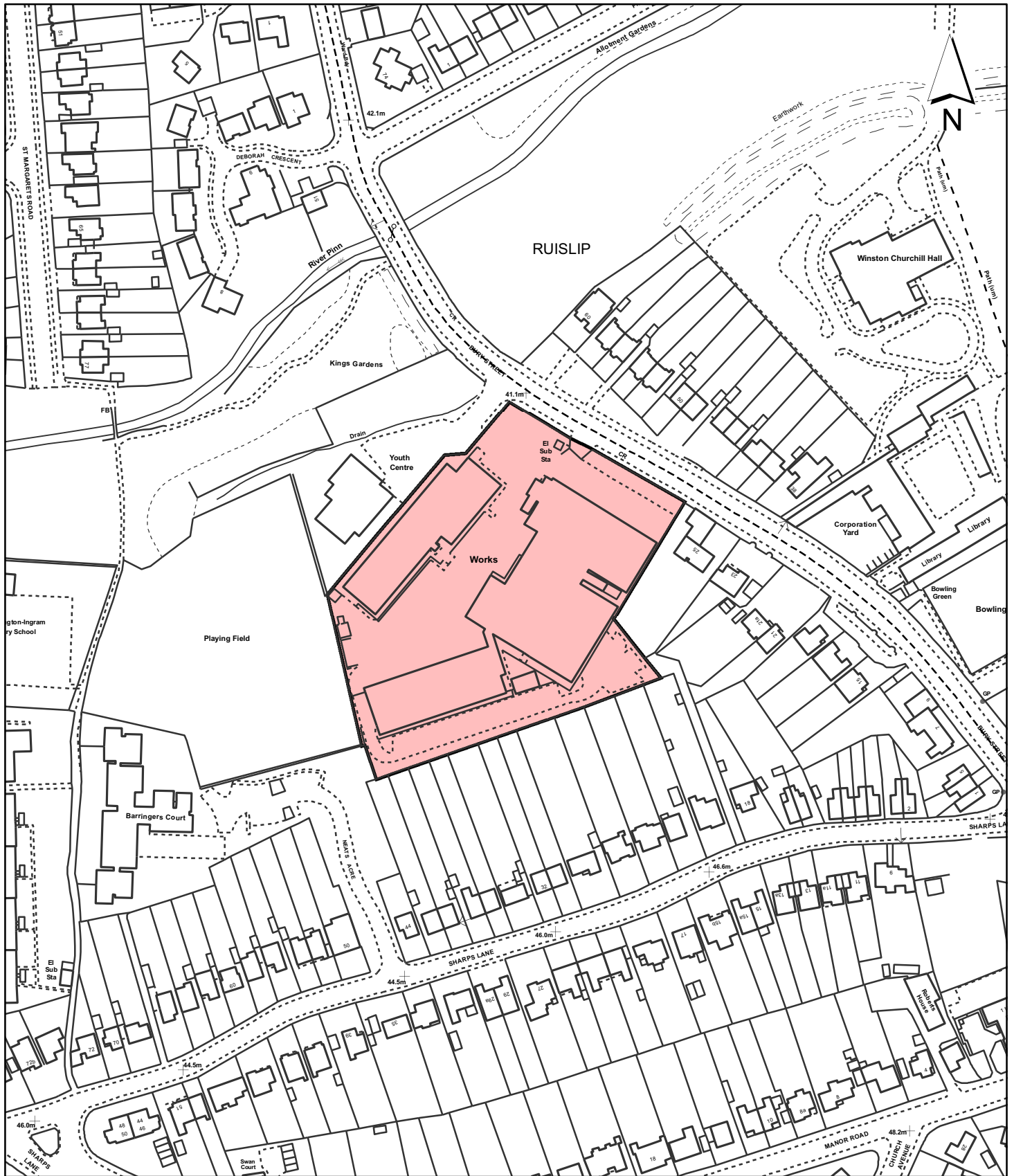
Client: Linden Homes

Project: Bury Street, Ruislip


Drawing Title: Garage/Barn

JOHN THOMPSON & PARTNERS

Job Ref: 00147
 Drawn: PC
 Checked By: IF
 Date: 13/11/2009
 Drawing No: A
 Revision: S17



Notes

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Site Address

**Former Mill Works
Bury Street
Ruislip**

**LONDON BOROUGH
OF HILLINGDON**

**Planning, Environment
& Community Services**

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

Planning Application Ref:

6157/APP/2010/2384

Scale

1:2,000

Planning Committee

North Page 219

Date

**January
2011**



HILLINGDON
LONDON

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