

Putting our residents first

Agenda

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting dated 7 April 2021 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

PART I - Members, Public and the Press

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

Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	2 De Salis Road, Hillingdon - 38071/APP/2020/3639	Hillingdon East	Erection of a two storey, 2-bed end-of-terraced dwelling involving partial demolition of existing garage. Recommendations: Refusal	7 - 20 82 - 85

7	43 Sweetcroft Lane, Hillingdon – 17412/APP/2021/599	Uxbridge North	Variation of condition 2 (Approved Plans) of planning permission Ref: 17412/APP/2019/2186 dated 16/10/2019 (single storey side extensions, single storey rear extension and conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows) to allow for additional windows and to enable the roofspace to be used for additional living accommodation Recommendations: Refusal	21 – 32 86 - 90
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Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	Heinz Wolff Building, Brunel University – 532/APP/2021/330	Brunel	Internal re-modelling of the ground floor and east wing and first floor west wing and installation of new plant equipment on various surfaces of the exterior of the building Recommendations: Approval	33 – 42 91 - 106
9	Harmondsworth Landfill Site, Harmondsworth Lane - 43155/APP/2020/4267	Heathrow Villages	The installation of a leachate pre-treatment plant and piped connection to sewer at Harmondsworth closed landfill site Recommendations: Approval	43 – 60 107-112
10	163 High Street, Yiewsley – 15348/APP/2021/615	Yiewsley	Addition of a storey to provide 5 flats with rooftop amenity space and associated works Recommendations: Approval	61 – 80 113-131

PART I - Plans for Central and South Planning Committee – pages 81 - 132

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Minutes



CENTRAL & South Planning Committee

7 April 2021

Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman), Alan Chapman (Vice-Chairman), Shehryar Ahmad-Wallana, Mohinder Birah, Roy Chamdal, Farhad Choubedar, Jazz Dhillon and Janet Duncan (Opposition Lead)</p> <p>LBH Officers Present: Meghji Hirani (Planning Contracts & Planning Information), Desmond Adumekwe (Enforcement Manager) and Alan Tilly (Transport Planning and Development Manager)</p>
183.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Brightman. It was noted that Councillor Chamdal was yet to join the meeting.</p>
184.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Chapman declared a non-pecuniary interest in items 8 and 9 as he had previously discussed the application with residents. He withdrew from the meeting and did not take part in the vote on these items.</p> <p>Councillor Chapman also declared a non-pecuniary interest in item 10 as he had been a patient at the dental practice for a number of years. He remained in the meeting and took part in the vote on this item.</p>
185.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>During this item, Councillor Chamdal joined the meeting.</p> <p>RESOLVED: That the minutes of the meeting held on 03 March 2021 be approved as a correct record.</p>
186.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
187.	<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 items 1-11 were in Part I and would be considered in public and</p>

items 12 and 13 were in Part II and would be considered in private.

It was also confirmed that items 8 and 9 would be taken together, with a separate vote taking place for each item.

188. **289 LANSBURY DRIVE, HAYES - 57243/APP/2020/2638** (*Agenda Item 6*)

Single storey rear extension and conversion of a 5-bed, 6-person HMO to a 6-bed, 9-person HMO

Officers introduced the application noting that the proposed conversion would result in a change in use class from C4 to sui generis. Officers highlighted a number of issues that had arisen with the development including: that the size and scale of the extension would have an adverse impact on the adjoining occupier, the only proposed communal space was entirely enclosed with no windows or natural light, and that parking provision did not comply with the Council's standards.

A petition in objection to the application had been received and written representations from the lead petitioner were read out for the consideration of the Committee. Key points raised included:

- Petitioners stated concerns around increased levels of disruption to the neighbourhood as a result of the expansion of houses in multiple occupation;
- Neighbours would inevitably suffer from increases in noise and extra comings and goings associated with such large, and often transient populations living next door;
- Specific concerns were raised around parking pressures and the impact that the development would have on further exacerbating the problem. It was also noted that since the onset of the Covid-19 pandemic, residents had been increasing their level of outdoor exercise, there had been concerns around deteriorating road safety and congestion cause by the development limiting residents' confidence in exercising safely outdoors;
- It was stressed that large HMOs in terraced houses were not cohesive to the community and it was suggested that HMOs should be reserved for detached properties;
- Petitioners highlighted safety concerns around short-term residents in HMOs;

Members were supportive of the recommendations in the officer's report. The Committee were minded to include an additional reason for refusal pertaining to noise and disturbance. Officers noted that the increase from six residents to nine was not initially deemed to warrant a refusal reason based upon noise and disturbance issues; Members highlighted that, when accounting for the additional residents and their visitors, increased levels of noise and disturbance were inevitable. Officers went on to note that previously, a similar application proposing the expansion of a HMO was refused on noise grounds and a subsequent appeal was dismissed. Officers were supportive of incorporating the additional reason for refusal.

Members raised concerns that the four metre depth on the boundary with the adjoining semi-detached property would, due to its north facing orientation, overshadow the private amenity space of the adjoining occupier. Further to this, and in response to comments made by the petitioners, Members suggested that perhaps the Council should be evaluating whether HMOs in terraced and semi-detached properties, or in areas of family housing should be limited by policy, this would alleviate some of the common issues seen around larger HMOs, particularly with regard to noise and

disturbance. It was also noted that criteria three of the Council's HMO policy DMH5 stated that there should be no adverse impact on the amenity of neighbouring properties.

With regard to parking arrangements, it was noted that HMOs of up to six occupants should provide 0.5 parking spaces per occupant. Where a HMO has nine occupants the Council requires a transport appraisal, no such appraisal had been submitted for this application; therefore officers referred to the UDP and Local Plan policies, taking into account the property's low PTAL, and concluded that the development, should it be approved, should provide five parking spaces for its nine residents.

Members queried whether the property had breached Council policy on retaining at least 25% of front garden landscaping. Officers informed Members that there was some landscaping present to the front of the property and that HMOs of up to six people retain their permitted development rights; the developers could therefore hard surface the frontage of the property without planning permission, assuming the hard surfacing was permeable. It was noted that if Members were minded to approve the application, conditions could be imposed to ensure appropriate landscaping at the front of the property.

The officer's recommendation, with the additional reason for refusal, was moved, seconded and, when put to a vote, agreed.

RESOLVED:

- 1) That the application be refused;**
- 2) That delegated authority be granted to the Head of Planning to draft an additional reason for refusal in relation to noise and disturbance.**

189. HARMONDSWORTH ROAD, WEST DRAYTON - 70429/APP/2021/36 (Agenda Item 7)

Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto

Officers introduced the item noting that the application was recommended for refusal on visual amenity grounds and due to the site being on green belt land. It was highlighted that the site was open and prominent and the proposed monopole would be noticeably taller than the surrounding trees which exacerbated the visual impact of the proposals. It was also noted that an existing unrelated monopole was due to be removed roughly 500 metres from the application site.

Members concurred that the prominence of the location was not appropriate and the use of green belt land for this purpose was not suitable. After clarifications were sought, officers confirmed that the cabinets and monopole would be situated away from the pavement on a grassed area.

Members had concerns over the noise that emanates from the equipment associated with monopole installations, particularly within more populated areas and asked officers to assess whether the noise was considered a disturbance. Officers confirmed that they could liaise with colleagues to ascertain, for prospective applications in more built up areas, whether the noise emanating from monopole equipment would be deemed a

	<p>disturbance to the locality.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, agreed.</p> <p>RESOLVED: That the application be refused.</p>
190.	<p>5 - 31 GARAGE COURT, REAR OF BRAMPTON ROAD, HILLINGDON - 74993/APP/2020/4002 (<i>Agenda Item 8</i>)</p> <p>Proposed demolition of the existing garages and construction of 3 x 4-bedroom houses with all parking spaces and external works</p> <p>Items 8 and 9 were heard together, with a separate vote taking place for each item. For the duration of this item, Councillor Chapman remained muted and his camera was turned off.</p> <p>Officers introduced the item noting that the overall development had previously been approved and before Members for consideration were proposed amendments to the development. Planning permission had previously been granted in April 2020 for the demolition of the garages and the construction of 3 4-bedroom houses. The amendment from the approved plans, before Members as item 8, was the addition of single storey rear elements. Amendments from the approved plans, before Members as item 9, were changes in the design of the roof design and loft layout which would increase the size of the rooms within the roof space.</p> <p>Members deemed the proposals as maximising the development in an acceptable way. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. Councillor Chapman did not take part in the vote.</p> <p>RESOLVED: That the application be approved as per the officer's recommendation.</p>
191.	<p>5 - 31 GARAGE COURT, REAR OF BRAMPTON ROAD, HILLINGDON - 74993/APP/2020/4001 (<i>Agenda Item 9</i>)</p> <p>Demolition of existing garages and construction of 3 x 4-bedroom houses with associated parking spaces and external works</p> <p>Items 8 and 9 were heard together, with a separate vote taking place for each item. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. Councillor Chapman did not take part in the vote.</p> <p>RESOLVED: That the application be approved as per the officer's recommendation.</p>
192.	<p>SWEETCROFT DENTAL PRACTICE, 267 LONG LANE - 4479/APP/2021/905 (<i>Agenda Item 10</i>)</p> <p>Conversion of part ground floor and part first floor residential flat (Use Class C3) to create additional floorspace for dental surgery (Use Class E(e))</p> <p>Prior to the commencement of this item, Councillor Chapman returned to the meeting.</p> <p>Officers introduced the item highlighting that an overriding policy throughout London was that the loss of residential property was deemed unacceptable unless exceptional</p>

reasons were given. In consultation with the Council's Planning Policy team, the loss of residential property for the provision of health and community facilities was deemed a justified reason for allowing the loss of residential property. The application was recommended for approval.

It was noted that Ward Councillor for Uxbridge North, Councillor Ray Graham, had given his support to the proposed development. Members were pleased to see the proposals as it satisfied a need for more provision of health infrastructure in the Borough, particularly with respect to an increasing local population.

It was also highlighted that, including Sweetcroft Dental Practice, there were eight dental surgeries within roughly a one-mile radius of the site; it was queried whether this still validated the reasons for accepting the loss of residential property. Officers confirmed that the development would alleviate pressure on Hillingdon Hospital by providing additional in-house x-ray facilities at the practice.

Members sought clarification on the term 'Real World PTAL', which in this case was seen as a better rating than the PTAL two given to the dental practice. Officer's confirmed that residents attending the dental practice would be familiar with the journey required to reach the practice by virtue of visiting on a semi-regular basis; this familiarity was why the PTAL of two should be considered better in the 'Real World' setting. Concerns were raised with the use of the term as it could be regarded as a non-specific way to view planning matters.

The officer's recommendation was moved, seconded and, when put to a vote, agreed with six votes for and one abstention.

RESOLVED: That the application be approved as per the officer's recommendation.

193. **S.106/278 PLANNING AGREEMENTS - QUARTERLY FINANCIAL MONITORING REPORT** (*Agenda Item 11*)

The report was introduced to the Committee and Members were asked to note the contents. Members requested, going forward, a printout of Community Infrastructure Levy reports to be included in the quarterly monitoring report.

RESOLVED: That the monitoring report be noted.

194. **ENFORCEMENT REPORT** (*Agenda Item 12*)

RESOLVED:

- 1) That the enforcement action, as recommended in the officer's report, was agreed; and,**
- 2) That the Committee resolved to release their decision, and the reasons for it outlined in the report, into the public domain, solely for the purposes of it issuing the formal breach of condition notice to the individual concerned.**

This item is declared as exempt from publication as it involves the disclosure of information in accordance with Section 100(A) and **paragraphs 1, 2 & 7** of Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that the report contains **information relating to any individual, information likely to reveal the**

	identity of an individual and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime and that the public interest in withholding the information outweighs the public interest in disclosing it.
195.	<p>ENFORCEMENT REPORT (<i>Agenda Item 13</i>)</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1) That the enforcement action, as recommended in the officer's report, was agreed; and, 2) That the Committee resolved to release their decision, and the reasons for it outlined in the report, into the public domain, solely for the purposes of it issuing the formal breach of condition notice to the individual concerned. <p>This item is declared as exempt from publication as it involves the disclosure of information in accordance with Section 100(A) and paragraphs 1, 2 & 7 of Part 1 of Schedule 12 (A) to the Local Government Act 1972 (as amended), in that the report contains information relating to any individual, information likely to reveal the identity of an individual and information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime and that the public interest in withholding the information outweighs the public interest in disclosing it.</p>
	The meeting, which commenced at 7.00 pm, closed at 8.36 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on Telephone 01895 250636 - email (recommended) democratic@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

Report of the Head of Planning, Transportation and Regeneration

Address 2 DE SALIS ROAD HILLINGDON

Development: Erection of a two storey, 2-bed end-of-terraced dwelling involving partial demolition of existing garage

LBH Ref Nos: 38071/APP/2020/3639

Drawing Nos: 20-1383-01A
20-1383-02B
Location Plan (1:1250)
Planning and Design Statement
Arboricultural Impact Assessment

Date Plans Received: 06/11/2020 **Date(s) of Amendment(s):**

Date Application Valid: 30/11/2020

1. SUMMARY

The application proposes the erection of a two storey, 2-bed end-of-terraced dwelling involving partial demolition of an existing garage.

Overall the development would constitute an over development of the site which would fail to provide an adequate level of off-street parking. Furthermore the forward position of the development coupled with its width and detailed design would be harmful to the character and appearance of the site, the street scene and its wider setting. The development would also have a negative impact upon protected trees.

Refusal of the application is therefore recommended.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting, size, scale, bulk, width and appearance, would result in a poor, incongruous and overly dominant form of development that would be detrimental to the character, appearance and visual amenities of the existing property, the terrace to which it would relate, the street scene and the wider area as well as the open and verdant character of Knights Gardens to the south of the site. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policies D4 and D6 of the London Plan (2021) and the NPPF (2019).

2 NON2 Non Standard reason for refusal

The proposed development, by reason of its proximity to existing trees bounding the site, resulting in tree canopies oversailing the building, has not demonstrated that the existing trees will not be compromised by the construction of the proposal or that it will not result in ongoing pressure to remove the trees which are a valuable landscape feature. Thus, it is considered that the development will result in the unacceptable loss of existing mature trees of high amenity value harmful to the character and appearance of the site, the street

scene and the wider area. The development is therefore contrary to Policies BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMB 14 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), the London Plan (2021) and the NPPF (2019).

3 NON2 Non Standard reason for refusal

The proposal has not demonstrated that sufficient off street parking/manoeuvring arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and to Hillingdon's Adopted Parking Standards as set out in Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP H1	(2021) Increasing housing supply
LPP H9	(2021) Ensuring the best use of stock
LPP H10	(2021) Housing size mix
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. CONSIDERATIONS

3.1 Site and Locality

The host property at No.2 De Salis Road is a two storey, end of terrace house. The house is circa 1970s and has a gable end roof. It has a single storey side addition and front canopy. The property is of brick construction and finished in white wooden cladding at first floor level and forms part of a terrace of houses with a staggered footprint. To the front is a large garden and a narrow concrete driveway.

There are also a number of mature trees to the front and side of the property which are on Council land and form part of a large open space (Knights Gardens) located directly to the south of the site. To the rear, the property has a small garden which backs onto the rear garden of No. 29 Hewens Road.

The surrounding area is predominantly residential in character comprising dwellings of identical character and appearance to the application site.

3.2 Proposed Scheme

The application proposes the erection of a two storey, 2-bed end of terraced dwelling involving partial demolition of existing garage.

It is proposed that the house would be attached to the host property at No. 2 De Salis Road. It would sit considerably forward of the front elevation of the host property.

3.3 Relevant Planning History

38071/C/88/1646 2 De Salis Road Hillingdon
Erection of a single-storey side extension

Decision: 08-09-1988 Approved

Comment on Relevant Planning History

None relevant to this particular application.

4. Planning Policies and Standards

Development Plan

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

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

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

Material Considerations

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 14 Trees and Landscaping
DMHB 15 Planning for Safer Places
DMHB 16 Housing Standards
DMHB 17 Residential Density
DMHB 18 Private Outdoor Amenity Space
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking
LPP D4 (2021) Delivering good design
LPP D5 (2021) Inclusive design
LPP D6 (2021) Housing quality and standards
LPP D7 (2021) Accessible housing
LPP D8 (2021) Public realm
LPP GG1 (2021) Building strong and inclusive communities
LPP GG2 (2021) Making the best use of land
LPP H1 (2021) Increasing housing supply
LPP H9 (2021) Ensuring the best use of stock

LPP H10	(2021) Housing size mix
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 3 adjoining and nearby neighbouring properties were consulted via letter dated 1/12/20 giving 21 days for comments. Two objections and a petition with 29 signatures received objecting on the following grounds:

- The development would be out of character with the street scene.
- The development would lead to parking and congestion issues in the local area.
- The house could potentially be converted into a House of Multiple Occupation (HMO).
- The development would constitute an over development of the site.

Ward Councillor: requests that this application be determined at committee level due to concerns relating to over-development, impact on car parking in the area, impact upon the character and appearance of the area and potential for the development to be used as a HMO.

Officer Comment: It is proposed that the house would be used as a two bedroom self-contained house separate from the host dwelling. As such the potential impact of a HMO would not be relevant in this case as the plans do not indicate this to form part of the proposal.

Internal Consultees

HIGHWAYS OFFICER:

Site Characteristics & Background

The site is within a residential catchment located off a slip road adjacent to the Uxbridge Road. The proposal is for the construction of a 2-bedroom end of terrace to the side of No.2 De Salis Road which at present consists of a side extension and existing garage. 1 new parking space is to be provided on the frontage and 2 spaces for No.2 would be retained as would the existing carriageway crossings (cc's) for both No.2 and the new unit.

The surrounding roadways are devoid of parking controls and neighbouring properties exhibit some degree of on-plot parking provisions. The site exhibits a Public Transport Accessibility Level (PTAL) of 2 which is considered as poor and therefore heightens dependency on the ownership and use of private motor transport.

Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation

from the standard would not result in a deleterious impact on the surrounding road network.

The maximum parking requirement for the 2-bedroom house equates to 2 on-plot spaces in order to fully comply with Hillingdon's adopted parking standard. 1 space is proposed hence there is a deficit in provision.

As the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway. Understandably the Council has a duty of care to prevent such eventualities wherever possible.

Cycle Parking Provision

In terms of cycle parking, there would be a requirement to provide at least 1 secure and accessible space for the 2-bedroom unit in order to meet the Council's adopted cycle parking standard. 2 cycle spaces are shown located to the rear of the plot which is considered appropriate and therefore acceptable.

Vehicular Trip Generation

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

As a consequence of the scale of development, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

Operational Refuse Requirements

In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. The proposed positioning of the bin storage area on the frontage therefore indicates conformity. There are no further observations.

Conclusion

Refusal on insufficient on-plot parking grounds is recommended as follows:

"The proposed development fails to provide sufficient on-plot parking resulting in substandard car parking provisions, potentially leading to undue on-street parking demand to the detriment of on-street parking capacity and public/highway safety contrary to Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and the London Plan (2021).

TREE AND LANDSCAPE OFFICER:

This site is occupied by a two-storey end of (staggered) terrace, with a garage to the side, located on the east side of Se Salis Road. The site is adjacent to a public open space, Knights Gardens, which backs onto the side (southern) boundary. There is a row of mature trees along the northern edge of the Council land which oversail the site. The trees are prominent in the landscape and make a valuable contribution to the character and appearance of the area.

COMMENT: No trees are indicated on plan and there is no tree survey, without which it is not possible to assess the impact of the trees on the development, or vice versa. There are two fundamental concerns regarding the proximity of the trees to the proposed development:

1. Below ground the RPA (root protection area) area of the trees is required to assess whether any root damage (severance or compaction) may occur.

2. Above ground the canopy spread of the trees is unknown. Will this effect the construction of the building, the overshadowing of the proposed house and garden or the comfort of future residents?

The trees are a material consideration to this application (policies DMH 6, DMHB 11 and DMHB 14).

Aerial photographs and Google Streetview indicate that there may be a conflict between the safeguarding of the trees and the construction/viability of the new dwelling. A tree report is required (to BS5837:2012) to clarify the situation and ensure that the trees will not be compromised by the construction of the building and that there will not be pressure from future residents to remove the trees.

RECOMMENDATION: In the absence of a tree report the applicant has failed to safeguard the off-site trees and it would be unsafe to approve this application. The application should be refused unless this information is forthcoming'.

Following the receipt of a Tree Report the Council's Tree Officer commented as follows:

The tree report by AT Coombes, dated February 2021 has highlighted the proximity of five third party (Council -owned) trees along the southern boundary, three of which are 'B' grade trees and two of which are 'C' grade. T1-3 will be very close to the southern elevation of the proposed new building. The report concludes that it may be possible to demolish the existing garage/driveway building and construct the new building subject to a detailed construction method statement, involving 'no dig' techniques. Drainage and underground service runs will also require no dig/no trenching techniques. The demolition and construction work will require close arboricultural supervision. The effects of nuisance due to overshadowing have been considered in as much that there will be no (or few?) windows of habitable rooms on the southern elevation, however, the nuisance caused by the tree canopies oversailing the building remains a concern and is unlikely to be acceptable to future occupiers. In conclusion, while it may be technically possible to erect a building without harming the trees, the juxtaposition of the proposed building with the existing trees is, in my view, unsustainable. Future occupiers will rightly be concerned about the oversailing canopy of the trees and the proximity of the tree trunks. This is likely to lead to ongoing pressure on the Council to remove the trees which are a valuable landscape feature on Uxbridge Road. The application should be refused.

ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following Conditions should be attached to any grant of planning permission

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with the London Plan policy D7, is achieved and maintained.

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with the London Plan policy D7, is achieved and maintained.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The use of previously development land for housing and in particular family housing is supported by the Council's Local Plan, Furthermore increasing the housing supply is also supported by the London Plan and the National Planning Policy Framework. As such there are no in principle objections to the creation of an additional residential unit in this location

in land use terms, subject to compliance with all other relevant Local Plan and London Plan policies as well as the NPPF.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore the policy resists any development which would fail to harmonise with the existing street scene and seek to ensure any new development complements the amenity of the area.

There are many similarities between the existing and proposed buildings. For example the overall height of the proposed building would almost be the same as existing host property. In terms of detailed design and appearance the proposal would have a similar roof form and the overall finish of the materials would be similar.

However the house would be narrower than the host property and the terrace as a whole which would appear incongruous within the streetscene given the uniform nature of the houses on the subject terrace. As discussed above the existing terrace has a staggered arrangement and the host property at No. 2 and the house at the other end of the terrace act as 'book-ends' to the terrace given that they sit slightly forward of the other houses in the terrace which step gently backwards from one another.

In an attempt to replicate this staggered arrangement and make use of the small amount of available space to the side of the host property the proposed house would be set substantially forward of the front elevation of the host property. This would be at complete odds with the staggered arrangement as discussed above. It would create an end of terrace feature that would not replicate the slight forward projection of the house at the other end of the terrace resulting in the terrace appearing unbalanced within the street scene.

Furthermore at present the position of the host house means that there are clear and uninterrupted views of Knights Gardens and its mature trees located at the end of the street. The proposed house would completely block those views and would detract from the open and verdant character of the street. This would be further exacerbated by the fact

that the house would be situated on a large area of front and side lawn which currently make a positive contribution to the character and appearance of the area.

The Council's Tree Officer has objected to the proposal on the grounds that the close proximity of the development upon existing mature trees will lead to pressure for the Council to remove them. Felling of these trees would also have a negative impact upon the character and appearance of the existing site, the street scene and the wider area.

Overall it is considered that the development in terms of its forward position, its width and its close proximity to existing trees would be harmful to the character and appearance of the existing site, the streetscene and the wider area, contrary to policies DMHB 11 and DMHB 12 of the Local Plan.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part Two states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded. Furthermore the policy stresses the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

Given that the house would be located adjacent to a large open space to the south, the only nearby neighbours that could be affected by the house in terms of impact upon residential amenity are the host property at No. 2 and No. 29 Hewdens Road to the rear of the site.

No. 29 Hewdens Road would be approximately 46 metres away from the rear of the proposed house and the orientation of the rear garden and those adjoining means that the house would not likely give rise to any direct overlooking or loss of privacy to either habitable room windows or rear gardens.

The proposed house would project a substantial distance forward of the front elevation of the house property. In order to establish whether a proposed development will result in a significant loss of light and outlook a 45 degree angle is taken from the mid-point of the closest habitable room windows to the end of the development. If the development impedes the 45 degree angle then it is considered that the development will result in significant loss of light and outlook to that neighbouring property. When applying the 45 degree rule it is evident that the development would not significantly impede upon the level of light and outlook enjoyed by the host property. Furthermore it is noted that there is more than one glazed opening at ground floor level serving an open plan living space and at first floor level the closest window to the proposed development serves a bathroom with the bedroom window located some distance away.

Overall it is considered that the development would not result in harm to the amenity of nearby residents.

7.09 Living conditions for future occupiers

In terms of floor area, the proposed house at 85sq.m would provide an adequate level of internal amenity in compliance with the Council's Local Plan standard of 79.sq.m for a two bedroom house and all of the habitable rooms in the proposed house would be afforded an adequate level of light and outlook.

Policy DMHB 18 of the Council's adopted Local Plan states that new residential developments should provide an adequate level of private amenity space for occupiers that is good quality and usable. The rear garden would be 71sq.m, above the Council's

minimum standard for a two bedroom house and would reflect the size of gardens in the local area.

The Council's Access Officer has also raised no objection to the proposed house subject to safeguarding conditions.

Overall it is considered that the development would provide an adequate level of amenity for future residents and occupants.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT1 of the Hillingdon Local Plan: Part 2 considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy DMT 6 of the Hillingdon Local Plan seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The off-street parking requirement for a house within its own curtilage is two spaces. Only one space would be provided for this development as such there would be a shortfall in parking provision for this development. The site has a Public Transport Accessibility Level (PTAL) of 2 (poor) as such in this case the Council would expect two spaces to be provided.

As per the Highways Officers comments the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway.

With respect to cycle parking and electric vehicle charging points planning conditions would have been recommended with respect to these matters in the event of an approvable scheme.

Overall it is considered that there would be a lack of on site parking for the development which would lead to conditions prejudicial to pedestrian and highway safety, contrary to Policies DMT 1, DMT 2 and DMT 6 of the Local Plan.

7.11 Urban design, access and security

Refer to 'Impact on the character and appearance of the area' for a full assessment.

7.12 Disabled access

Refer to 'Living conditions for future occupants'.

7.14 Trees, landscaping and Ecology

As per the sections above the Council's Tree Officer has objected to the proposed development due to its close proximity to protected Trees.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

CIL

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

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment,

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Overall the development would constitute an overdevelopment of the site which would fail to provide an adequate level of off-street parking. Furthermore the forward position of the development coupled with its narrow width would be harmful to the character and appearance of the site, the street scene and it's wider setting. The development would also result in harm to nearby protected trees.

As such the development would be contrary to Local Plan policies DMHB 11, DMHB 12, DMHB 14, DMT 1, DMT 2, DMT 6, the London Plan and the NPPF.

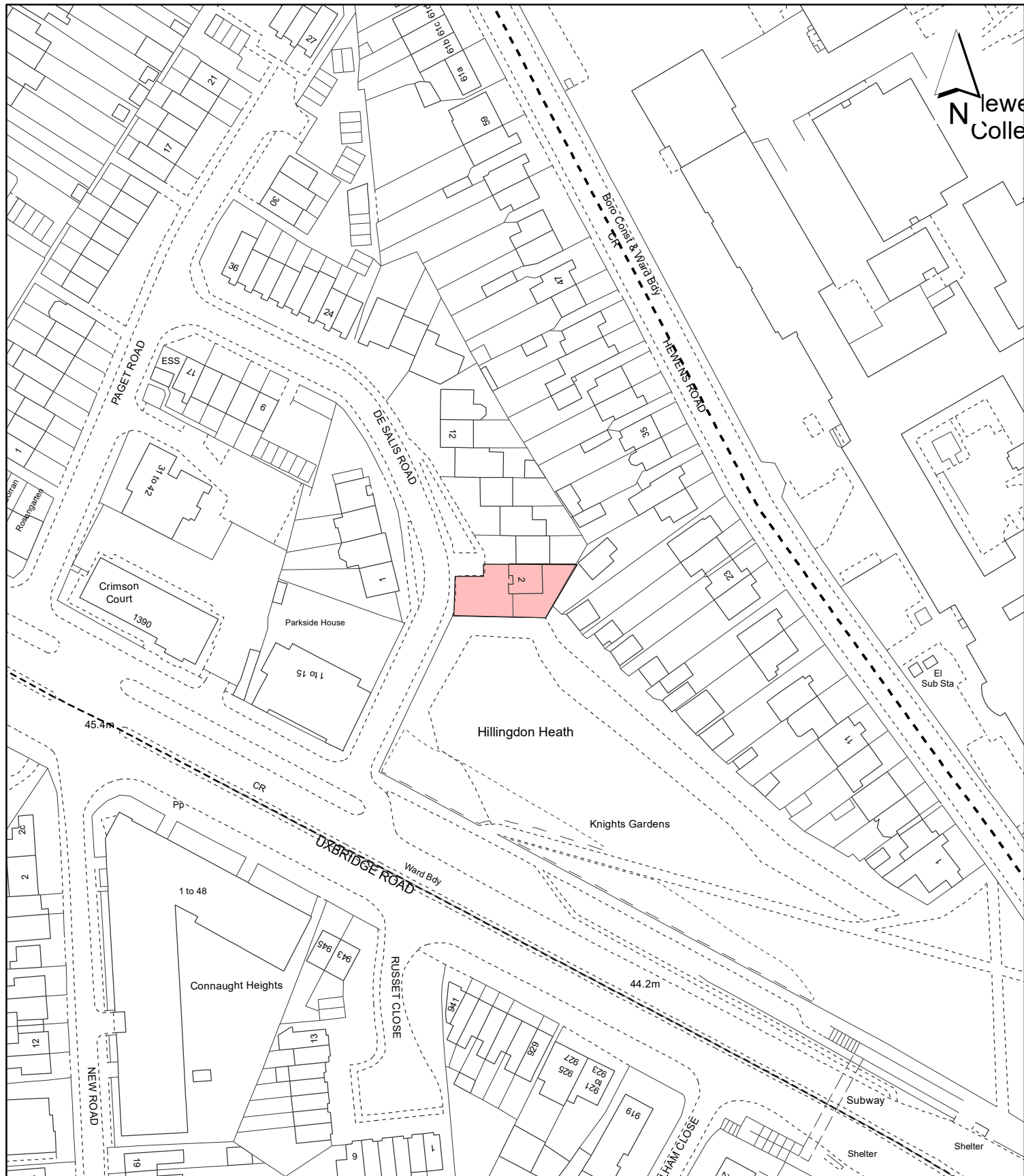
Refusal of the application is therefore recommended.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management policies (January 2020)
The London Plan (2021)
National Planning Policy Framework (2019)

Contact Officer: Kelly Sweeney

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

2 De Salis Road

Planning Application Ref:

38071/APP/2020/3639

Scale:

1:1,250

Planning Committee:

Central & South

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address 43 SWEETCROFT LANE HILLINGDON

Development: Variation of condition 2 (Approved Plans) of planning permission Ref: 17412/APP/2019/2186 dated 16/10/2019 (single storey side extensions, single storey rear extension and conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows) to allow for additional windows and to enable the roofspace to be used for additional living accommodation

LBH Ref Nos: 17412/APP/2021/599

Drawing Nos: 20/3379/2
Location Plan (1:1250)
20/3379/1 Rev. C

Date Plans Received: 15/02/2021

Date(s) of Amendment(s): 15/02/2021

Date Application Valid: 22/02/2021

1. SUMMARY

The application seeks permission for a variation of condition 2 (Approved Plans) of planning permission Ref: 17412/APP/2019/2186 dated 16/10/2019 (single storey side extensions, single storey rear extension and conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows).

The changes involve alterations to the use of the roof space and fenestration, with no changes to the size, scale, bulk and siting of the approved development. It is not considered that the proposed changes would result in any adverse neighbour impacts, however the proposals would detrimentally impact upon the character of the dwelling and the visual amenities of the surrounding area.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its design, including window panels covering substantial areas of the proposed dwelling, would fail to harmonise with the architectural composition of the original dwellings and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area. The development is in contrary to policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 5, DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies D4 and D6 of the London Plan (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE 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 REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMHB 11	Design of New Development
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a 1450 sq.m plot comprising of a large detached, single storey dwelling with associated parking and private amenity space. Access to the property is via a long, narrow driveway which runs from Sweetcroft Lane and is situated between No. 41 and No. 45 which front the road and No. 39 and 47 which are situated behind.

The site is located within the Hillingdon Court Park Area of Special Local Character, where the prevailing character of the area is residential comprising large detached dwellings set within spacious plots, and is bounded by heavy planting and mature trees, many of which are subject to a Tree Preservation Order (TPO) 32A. There are also protected trees fronting Sweetcroft Lane on either side of the access into the site. The site also is located within a Critical Drainage Area (CDA).

3.2 Proposed Scheme

The application seeks permission for a variation of condition 2 (Approved Plans) of planning permission Ref: 17412/APP/2019/2186 dated 16/10/2019 (single storey side extensions, single storey rear extension and conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows) to allow for additional windows and to enable the roofspace to be used for additional living accommodation.

The changes involve alterations to the use of the roof space, with no changes to the size, scale, bulk and siting of the approved development.

The proposed changes to the approved plans (Ref: 17412/APP/2019/2186) are as follows:

1. Larger, triangular shaped, gable end window to the principle elevation.
2. Large triangular shaped window to the rear elevation, including the installation of a Juliette balcony.
3. Internal changes to the first floor, allowing for access to the roofspace and the use of the roofspace for a gym room/games room and WC facilities.
4. Two additional rooflight to the West elevation.
5. Large ground floor windows to the principle elevation.

3.3 Relevant Planning History

17412/APP/2018/3378 43 Sweetcroft Lane Hillingdon

Variation of condition 2 (Approved Plans) of planning permission Ref:17412/APP/2018/736 dated 03/07/2018 (Two storey, 5-bed detached dwelling with habitable roofspace, parking and amenity space and demolition of existing dwelling) to allow changes to the approved plans

Decision: 22-11-2018 Refused

17412/APP/2018/736 43 Sweetcroft Lane Hillingdon

Two storey, 5-bed detached dwelling with habitable roofspace, parking and amenity space and demolition of existing dwelling

Decision: 03-07-2018 Approved

17412/APP/2019/2186 43 Sweetcroft Lane Hillingdon

Single storey side extensions, single storey rear extension and for conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows

Decision: 16-10-2019 Approved

17412/APP/2019/429 43 Sweetcroft Lane Hillingdon

Variation of condition 2 (Approved Plans) of planning permission ref: 17412/APP/2018/736 dated 03/07/2018 (Two storey, 5-bed detached dwelling with habitable roof space, parking and amenity space and demolition of existing dwelling).

Decision: 17-10-2019 Withdrawn

17412/APP/2020/3984 43 Sweetcroft Lane Hillingdon

Variation of condition 2 (Approved Plans) of planning permission Ref: 17412/APP/2019/2186 dated 16/10/2019 to allow for additional windows and to enable the roofspace to be used for additional living accommodation (single storey side extensions, single storey rear extension and conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows)

Decision: 04-02-2021 Approved

17412/C/80/0816 43 Sweetcroft Lane Hillingdon
Garage.

Decision: 02-07-1980 Approved

17412/TRE/2017/203 43 Sweetcroft Lane Hillingdon
To carry out tree surgery, including a crow lift to 5m, to one Oak on TPO 32a

Decision: 19-12-2017 Approved

Comment on Relevant Planning History

Listed above.

4. Planning Policies and Standards

Development Plan

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

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

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

Material Considerations

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development
DMHB 18 Private Outdoor Amenity Space
DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

13 neighbouring properties were consulted by letter, and by the end of the consultation period 2 objections and a petition were received. The comments can be summarised as follows:

1. Overbearing outlook for neighbours;
2. Loss of privacy due to front and rear windows;
- 3 Development on site is not as approved previously;
4. The subsequent applications to that approved in 2018 have only got worse, increasing in bulk and size, as well as new windows worsening neighbouring properties privacy issues;
6. The windows being replaced with large panels covering most of the North and South elevation further impacts upon the privacy of neighbours.

Planning officer: Concerns regarding the impact upon neighbours and a loss of privacy will be discussed below in section labelled "Impact on neighbours", and all other design issues in "Impact on the character & appearance of the area". With regards to neighbouring concerns regarding what has been built on site, the enforcement team are aware of issues raised and the matter is currently under investigation.

Internal Consultees

Trees officer:

This proposal seeks to create additional habitable roof space with windows, all within the approved footprint of the building approved under Ref: 17412/APP/2019/2186. There will be no additional impact on trees or the external space.

RECOMMENDATION: No objection subject to the previous tree/landscape conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This proposal seeks to create additional habitable roof space with new windows to the front and rear elevations, without increasing the bulk/size of the approved building under application Ref: 17412/APP/2019/2186. It is therefore considered that there is no objection in principle to the proposed development, subject to compliance with policies within the Council's Local Plan, the London Plan and the NPPF. These issues are considered below.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that: A) All development, including extensions, alterations and new buildings, will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context; ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure. B) Development proposals should not adversely impact on the amenity of adjacent properties and open space.

Policy DMHB 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that A) Within Areas of Special Local Character new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area. B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings. C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

Policy DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also required that there is no unacceptable loss of outlook to neighbouring occupiers.

The proposed changes to the approved plans (Ref: 17412/APP/2019/2186) are as follows:

1. Larger, triangular shaped, gable end window to the principle elevation.
2. Large triangular shaped window to the rear elevation, including the installation of a Juliette balcony.
3. Internal changes to the first floor, allowing for access to the roofspace and the use of the roofspace for a gym room/games room and WC facilities.
4. Two additional rooflight to the West elevation.
5. Large ground floor windows to the principle elevation.

There is no objection to the change to include an additional rooflight to the West elevation of the dwelling.

However, the proposed new windows to the front and rear elevation are considered unacceptable. The development involves a new gable end window to the principle elevation, which would measure 5.1m in width and would have a height of 2m. To the rear, additional window panels to that allowed under previous variation application (Ref: 17412/APP/2020/3984) have been proposed covering the entire first floor and loft. The

development would result in a substantial area of both the South and North elevations covered in glass. Large windows also result in developments which appear dark when viewed externally. The proposed design, by reason of its window panels covering substantial areas of the proposed dwelling, would fail to harmonise with the architectural composition of the original dwelling and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area.

The development is therefore considered contrary to policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 5, DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies D4 and D6 of the London Plan (2021).

7.08 Impact on neighbours

The development would not differ in size, scale and bulk from what has been approved previously under a householder application, as such it is not considered that the development would have a detrimental impact upon adjoining neighbours with regards to the development resulting in an overbearing outlook or loss of light.

The floor plan arrangement of the property involves habitable rooms with their window openings facing towards the properties front and rear gardens. Side dormers and windows (which are to non habitable rooms) where they are considered to have the potential for overlooking could be conditioned in the event of an approval.

The implications of the large rear window with a Juliette balcony has raised privacy concerns by neighbouring occupiers and hence it is necessary to consider the impact of this on adjoining occupiers. The proposed rear window would result in two windows being merged into one large centrally located window, following the shape of the gable. The window would not result in any further overlooking into neighbouring properties than what was approved previously (there would simply be more glazing and perhaps a greater perception of overlooking).

Although the property would have more glazing than other properties in the streetscene (which does have an adverse impact on the properties appearance as discussed elsewhere in this report) it would still be facing the applicants front and rear gardens. On balance it is not considered that the amendments would result in unacceptable overlooking impacts on neighbouring property.

7.09 Living conditions for future occupiers

The London Plan (2021), Policy D6 outlines that the nationally described space standard sets a minimum ceiling height of 2.5 metres for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

The proposed plans shows that the ground floor would have a headroom of 2.7m, first floor 2.4m and proposed third floor 2.2m. The third floor proposed would not be considered habitable given its low ceiling height as well as the intended use being a gym and game room. The ground and first floor is considered, on balance, sufficient and is not considered a strong reason to refuse the scheme.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development would not differ in size, scale and bulk from what has been approved previously under a householder application, the parking arrangements would also not differ.

As such it is not considered that the development would not have an impact on traffic or pedestrian safety.

7.11 Urban design, access and security

Discussed above.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The site is covered by Tree Preservation Order (TPO) 32A, however the Council's tree officer considers that there will be no additional impact on trees or the external space from the proposed development over and above that already approved and thus recommends that the previous tree/landscape conditions are imposed, in the event of an approval.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is within a critical drainage area, however the proposals do not enlarge the footprint of the property over and above that already approved.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The issues raised by occupants of neighbouring properties are addressed in the sections above.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposed design features, by reason of its large window panels covering substantial areas of the proposed dwelling, would fail to harmonise with the architectural composition of the original dwellings and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area.

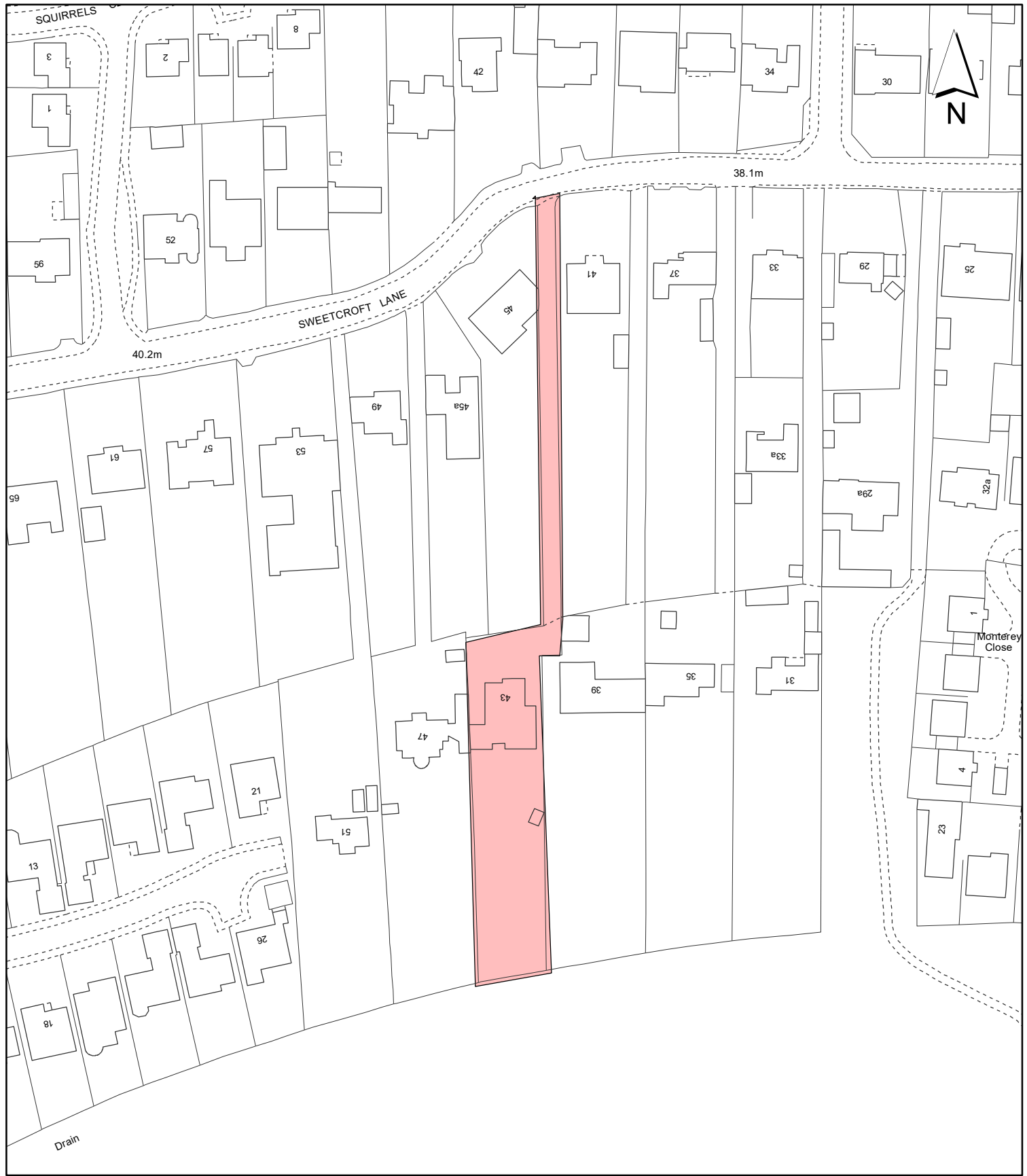
As such, the development is contrary to policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 5, DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Policies D4 and D6 of the London Plan (2021).

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan - (2021)
National Planning Policy Framework

Contact Officer: Nurgul Kinli

Telephone No: 01895 250230



<div><div>Notes:</div><div><div></div>Site boundary</div></div> <div>For identification purposes only.</div> <div>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).</div> <div>Unless the Act provides a relevant exception to copyright.</div> <div>© Crown copyright and database rights 2020 Ordnance Survey 100019283</div>	<div>Site Address:</div> <div>43 Sweetcroft Lane</div> <div>Hillingdon</div>	<div>LONDON BOROUGH</div> <div>OF HILLINGDON</div> <div>Residents Services</div> <div>Planning Section</div> <div>Civic Centre, Uxbridge, Middx. UB8 1UW</div> <div>Telephone No.: Uxbridge 01895 250111</div>
	<div>Planning Application Ref:</div> <div>17412/APP/2021/599</div>	<div>Scale:</div> <div>1:1,250</div>
	<div>Planning Committee:</div> <div>Central & South</div>	<div>Date:</div> <div>May 2021</div>
		<div></div> <div>HILLINGDON</div> <div>LONDON</div>

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Report of the Head of Planning, Transportation and Regeneration

Address	HEINZ WOLFF BUILDING, BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON
Development:	Internal re-modelling of the ground floor and east wing and first floor west wing and installation of new plant equipment on various surfaces of the exterior of the building
LBH Ref Nos:	532/APP/2021/330
Drawing Nos:	200094-1150 Rev. P1 Design and Access Statement 200094-1100 Rev. P1 200094-1201 Rev. P2 200094-1210 Rev. P2 200094-1211 Rev. P2 200094-1212 Rev. P2 200094-1401 Rev. P3 200094-1402 Rev. P2 200094-1400 Rev. P1 (Piped Gases Layout) 200094-1300 Rev. P2 200094-1400 Rev. P3 (Proposed Ground Floor Plan) 200094-1200 Rev. P2 200094-1500 Rev. P2

Date Plans Received: 26/01/2021

Date(s) of Amendment(s):

Date Application Valid: 22/02/2021

1. SUMMARY

The application seeks full planning consent for some laboratory equipment to be relocated from the Quad North and the neighbouring annexe buildings to the Heinz Wolf building. The proposal also includes the provision of new equipment to the exterior of the building to enhance the teaching provision within the Heinz Wolff.

The supporting information provides details of works to be undertaken internally to enhance the teaching environment however these are not subject to assessment as the internal works do not require planning consent. It is only the external works which are subject to assessment.

The additional ducting is proposed to be tunneled up the facades to roof level, an air handling unit is to be located on the north elevation along with an access ladder and gas bottles cages similar to those already existing are to be constructed in front of the north elevation also.

Whilst the application site is located within the Green Belt, as is the entire campus the proposed development is of a minor scale, the building is relatively hidden within the middle of the campus and the equipment is similar to that which already exists, there would be no impact to the openness of the Green Belt.

As such the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number 200094-1200 Rev. P2, 200094-1201 Rev. P2, 200094-1400 Rev. P3 (Proposed Ground Floor Plan), 200094-1400 Rev. P1 (Piped Gases Layout), 200094-1401 Rev. P3, 200094-1402 Rev. P2 and 200094-1500 Rev. P2 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

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 Local Plan: Part One - Strategic Policies (November 2012) and Hillingdon Local Plan: Part Two - Development Management Policies set out below and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
LPP G2	(2021) London's Green Belt
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils

Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

The Heinz Wolff Building is used as a department of The Brunel Institute for Bio-engineering. The building houses a mix of laboratories, teaching rooms, offices and workshops currently. The site is located on the Brunel University London Campus, and benefits from ample parking facilities to the North with some commercial and educational buildings to the East and South. Residential Buildings are located across Cleveland Road, to the West of Heinz Wolf Building.

Brunel University is a Major Developed Site within the Metropolitan Green Belt as identified in the Policies of the Hillingdon Local Plan (2020).

3.2 Proposed Scheme

The university aims to accommodate a relocation of equipment and facilities from Quad North and the annexe building. Some new equipment provision is also anticipated.

- The new laboratories are proposed not only as a relocation of the Quad North laboratories but also an upgrade for staff and pupils working within them with new benching and equipment on top of the old provision.
- The new fume cupboards will require extraction to the outside via new internal ducting and external flues. These will penetrate through the existing window openings and fix to the existing external columns to run up the face of the rear elevation. This is in keeping with existing arrangements.
- Additional gas bottle cages are intended to be sited to the outside of the building to serve a requirement for gas supplies within the new laboratories. These will be in keeping with the cages already present.
- A new air handling unit and Heat Rejection Units are proposed to be located on top of the small rear annexe building.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site is subject to a vast history of planning applications none of which are relevant to the assessment of this application,.

4. Planning Policies and Standards

Development Plan

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

Material Considerations

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

Emerging Planning Policies

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

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Publication Version, December 2020)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required.

On 9th December 2020, the Mayor wrote to the Secretary of State to advise of his intention to formally approve a new draft London Plan, which included his best understanding of the modifications required. The Secretary of State responded on 10th December 2020 requesting that the draft London Plan was re-submitted with more specific amendments to address the 11 previous Directions and 2 additional Directions. On 21st December 2020, the Mayor formally approved a new London Plan, the 'Publication London Plan'. This has been submitted to the Secretary of State. The Secretary of State has however agreed to allow the Publication of the Plan and statutory notifications are being prepared and adoption is expected imminently.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

LPP G2 (2021) London's Green Belt

NPPF- 13 NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed between 05-03-21 and 03-04-21. No responses were received.

MOD: No objection

Heathrow safeguarding: No objection

NATS: No objection

Internal Consultees

None.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within a Major Developed Site located inside the Metropolitan Green Belt. Accordingly, the proposal for a replacement and additional plant equipment is subject to the provisions of Policy DMEI 4 of the Hillingdon Local Plan : Part 2 - Development Management Policies (Jan 2020)

Policy DMEI 4 states:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special exceptional circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;

The proposal is for the relocation of existing plant room equipment and installation of additional plant equipment to the roof and external elevations. The provision of new ducting and air handling units are required to support the Bio-engineering works laboratory studies which are housed within the building. Given the size, scale, design and location of the proposed equipment, it is not considered that the proposed development would be contrary to Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The proposal is not considered to have a detrimental impact on the Green Belt or surrounding area as discussed within the 'Impact on the character & appearance of the area' section of this report.

7.07 Impact on the character & appearance of the area

The application site lies within a Major Developed Site located inside the Metropolitan Green Belt characterised by large education related buildings and some smaller commercial units. The design and scale of the plant equipment is considered to be minor and subordinate to the existing building, nearby buildings and would be completely screened from outside the campus and the adjoining Green Belt land. It is therefore considered that the plant equipment could be located in this position without a significant impact on the appearance of this part of the site and its immediate context.

It is considered that the proposal would not harm the overall character or appearance of the University Campus and surrounding area. Accordingly, the proposal would accord with Policy DMHB 11 of the of the Hillingdon Local Plan: Part Two - Development Management Policies (2020)

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

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

The size, scale and design are not considered to impact the character or amenities of the surrounding properties and no objection has been raised concerning these matters. As such the proposal is considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this application.

7.11 Urban design, access and security

The issues relating to design are addressed in the sections above.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Not applicable to this application.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Not applicable to this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

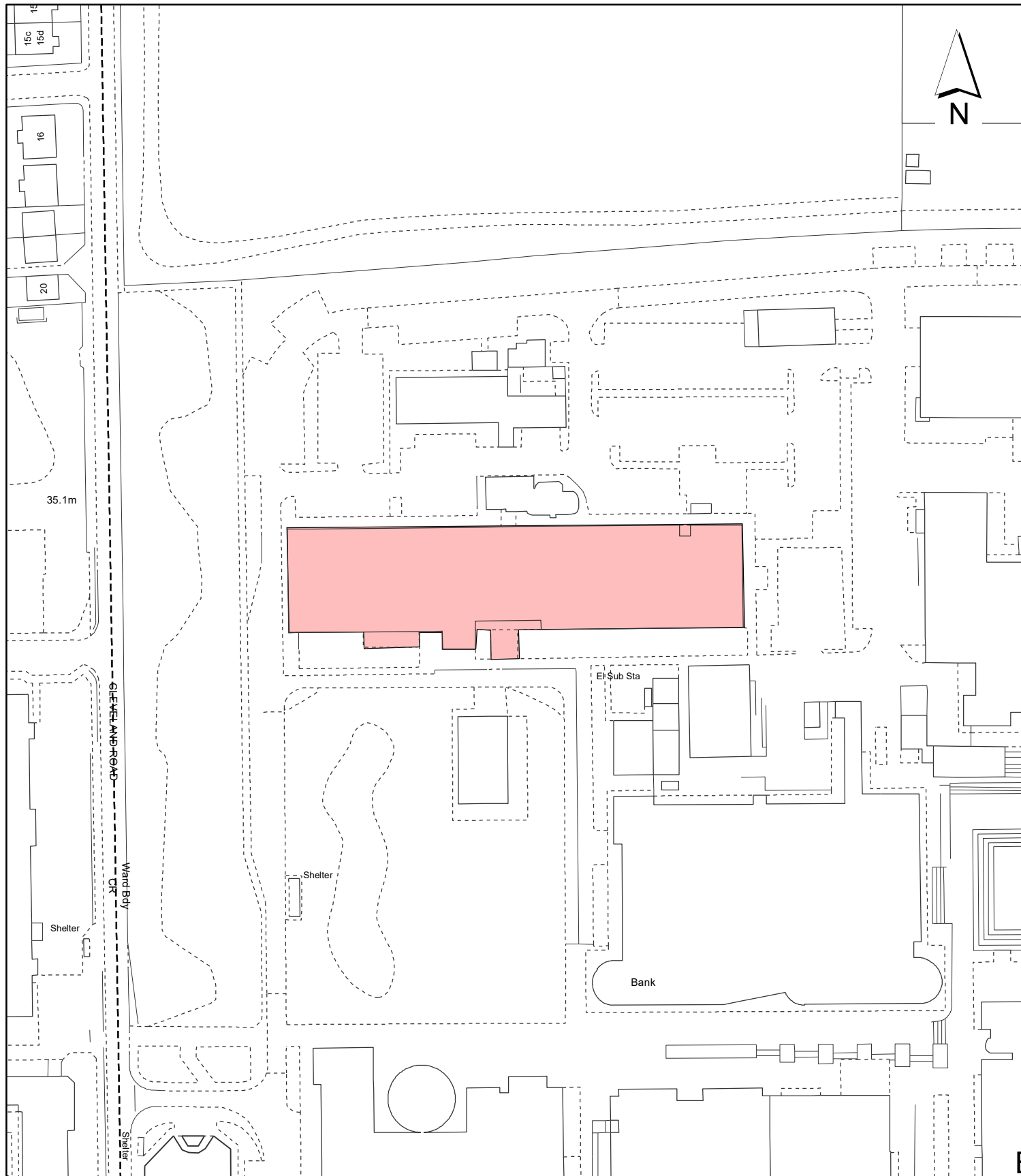
The application proposes minor alterations to the exterior of the building to enable internal remodeling works for a more efficient use of the Bio-engineering studies which take place in the building. Whilst the building is located within the Green Belt, the minor scale of the changes would not contravene Green Belt policies nor would they result in impacts to residential amenity or the character and appearance of the area. As such the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Development Management Policies (2020)
London Plan 2021
National Planning Policy Framework (2019)

Contact Officer: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Heinz Wolff Building
Brunel University**

Planning Application Ref:

532/APP/2021/330

Scale:

1:1,250

Planning Committee:

Central & South

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

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Report of the Head of Planning, Transportation and Regeneration

Address HARMONDSWORTH LANDFILL SITE HARMONDSWORTH LANE
HARMONDSWORTH

Development: The installation of a leachate pre-treatment plant and piped connection to sewer at Harmondsworth closed landfill site

LBH Ref Nos: 43155/APP/2020/4267

Drawing Nos: Hsp-PLN-1020-01 Rev. A
Hsp-PLN-1020-03
Hsp-PLN-1020-02
Hsp-SC-0320-01a
Supporting Planning Statement

Date Plans Received: 18/12/2020

Date(s) of Amendment(s):

Date Application Valid: 23/12/2020

1. SUMMARY

Planning permission is sought for the installation of a leachate pre-treatment plant and piped connection to the Thames Water sewer at Harmondsworth closed landfill site. This application seeks to improve the existing leachate disposal system at Harmondsworth Landfill by removing dissolved methane from the leachate on site, to enable discharge of the leachate into the nearby mains sewer system under an appropriate discharge consent.

The closed landfill site currently produces leachate which needs to be treated to remove dissolved methane before it can be safely discharged into the main sewer. It is therefore a process which supports the wider landfill operation, and is not considered to be inappropriate development in the Green Belt.

The development will create fewer vehicular trips than the existing situation and there will be no changes to the access. There are therefore no highway objections to this proposal. In terms of air quality, design of the structure will prevent any odour releases, whilst it is not anticipated that the proposed plant will have any impact upon noise levels at sensitive receptors.

The plant would be a visible feature when viewed locally within the wider landfill site, but is modest in size at less than 1.5m tall, especially when compared to the existing leachate holding tank. It is considered that any harm which may arise to the openness of the Green Belt is clearly outweighed by the greater sustainability benefits.

Both Thames Water and the Environment Agency raise no objections to the proposed development, subject to a Trade Effluent Consent and a variation to the Landfill Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2016.

Approval is recommended accordingly, subject to conditions.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 B17 Temporary Permissions

The development shall be removed as soon as reasonably practicable after the plant is no longer required under the Environmental Permit for the landfill site, as regulated by the Environment Agency and land on which the development was mounted or into which the development was set is restored, as soon as reasonably practicable to its condition before the development took place, or restored to such condition as may have been agreed in writing with the Local Planning Authority.

REASON

To safeguard the visual amenity of the Green Belt, in compliance with policy EM2 of the Local Plan Part 1 (2012), policies DMEI 4 and DMEI 6 of the Hillingdon Local Plan Part 2- Development Management Policies (2020), Policy G2 of the London Plan (2021) and the NPPF.

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers, Hsp-PLN-1020-01 Rev. A, Hsp-SC-0320-01a, Hsp-PLN-1020-02 and Hsp-PLN-1020-03 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations,

including The London Plan (2021).

DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 7	Biodiversity Protection and Enhancement
DMHB 14	Trees and Landscaping
DMIN 3	Extraction, Landfilling and Restoration
DMT 2	Highways Impacts
LPP G9	(2021) Geodiversity
LPP G2	(2021) London's Green Belt
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality
LPP SI10	(2021) Aggregates
LPP SI7	(2021) Reducing waste and supporting the circular economy
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

3 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 - million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 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).

4 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5 119 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).

6 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

7

This development will require a variation to Landfill environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12. In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits> The applicant is advised to contact National Permitting Service via our website to discuss the issues arising from the permit application process?

8

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent. Applications should be made at <https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwholesale.thameswater.co.uk%2FWholesale-services%2FBusiness-customers%2FTrade-effluent&data=04%7C01%7C%7C615925db9d46565a9a08d8be16c745%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C637468352324445648%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn03D%7C1000&sdata=0Ra5ihNWeT01sgrwCrcCwPdqrNn2rwfJosaKaiLojwg%3D&reserveid=0> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

9

This development will require a variation to Landfill environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12. In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here:

<https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits> The applicant is advised to contact National Permitting Service via our website to discuss the issues arising from the permit application process?

3. CONSIDERATIONS

3.1 Site and Locality

Harmondsworth Landfill is a closed and capped landfill site located to the north of Heathrow Airport. The site is bounded by Harmondsworth Lane to the north and Holloway Lane closed landfill site to the north of that. Sipson Village lies to the east and an agricultural field to the west. To the south of the site, there exist a mix of different uses including agricultural fields, residential areas, general industrial units and offices, with Heathrow Airport located further to the south.

The landfill site has largely been restored to agriculture and is currently grazed, with landfill gas and leachate management infrastructure located in the margins of the restored fields where possible, for ease of access and to minimise obstruction to the agricultural use.

The application site is within the Green Belt and does not have any other statutory landscape or ecological designations.

3.2 Proposed Scheme

Planning permission is sought for the installation of leachate pre-treatment plant and piped connection to the Thames Water sewer at Harmondsworth closed landfill site.

This application seeks to improve the existing leachate disposal system at Harmondsworth Landfill by removing dissolved methane from the leachate on site to enable discharge of the leachate into the nearby mains sewer system under an appropriate discharge consent. As previously outlined, the closed landfill site currently produces leachate which needs to be treated to remove dissolved methane before it can be safely discharged into the main sewer.

The connection point to sewer is approximately 350 metres outside the existing landfill planning permission boundary and consequently not covered by existing planning permissions. The applicant is therefore applying for planning permission to install a buried pipeline connection to sewer together with an associated methane stripping plant unit (MSP) to pre-treat the leachate prior to discharge.

It is proposed to locate the MSP alongside similar existing leachate management infrastructure in the north-west corner of the landfill, at the former site entrance, where an area of hardstanding remains in place. The MSP is a bunded movable unit which will be installed adjacent to an existing leachate storage tank and retained on site as part of the leachate management infrastructure for as long as required to enable safe disposal to sewer of the landfill leachate. A 2.4-metre-high paladin fence, coloured green, will also be erected around the proposed MSP and existing leachate storage tank for safety and security.

The landfill leachate will be pumped from the landfill to the MSP via the existing leachate storage tank and, once stripped of methane, will be transferred to sewer via the new buried

pipeline and connection point to the west

Methane Stripping Plant

The MSP consists of a series of cylindrical tanks housed within a steel bunded unit of external dimensions 7.70 metres in length, 2.50 metres in width and 2.58 metres in height. The MSP will be coloured dark green to match the existing leachate tank and will be located adjacent to it.

There is a very low potential for odour release from the MSP however to further minimise any potential release a carbon filter will be installed on one side of the MSP. The carbon filter will strip potentially odorous compounds as they pass through a 220-litre drum containing either active carbon or woodchip.

In addition, a 1.40 metre diameter hydrogen peroxide system will be installed alongside the MSP in order to reduce the levels of hydrogen sulphide to meet the consented level in the issued effluent discharge consent.

A gantry platform and small ladder are also required to provide access to the MSP for maintenance.

Pipeline and Mains Sewer Connection

Pipework infrastructure, which will provide the connection from the MSP to the foul sewer, will be routed below ground. The applicant currently has existing pipelines running through a conduit beneath Harmondsworth Lane taking landfill gas from Harmondsworth landfill to the gas management compound within Holloway Lane landfill to the north. The proposed pipeline will run with the existing landfill gas pipework beneath Harmondsworth Lane, and then run west approximately 350m to connect with the mains sewer. The pipeline will not affect the field boundary hedge nor cause damage to tree or hedge roots.

The pipeline itself will be high-performance polyethylene and will be buried at approximately 1m depth below ground (as required by the Highways Authority). The pipeline will have an outside diameter of approximately 63mm which provides adequate clearance for jetting. All sections of pipeline will be pressure tested to ensure no leakage.

3.3 Relevant Planning History

43155/APP/2020/1075 Harmondsworth Landfill Site Harmondsworth Lane Harmondsworth

The installation of a leachate pre-treatment plant and piped connection to sewer at Harmondsworth closed landfill site.

Decision: 15-12-2020 Withdrawn

Comment on Relevant Planning History

The original planning permission for the site (43155/89/0520) was granted on 16/09/1991 for "the extraction of sand and gravel and refilling with inert material and restoration to agriculture". Restoration designs were agreed on 05/01/1995, reference number 43155/D/93/0932.

An application for a variation to the phasing and restoration plans was approved on 20/10/1999

(43155/D/93/0932). Details pursuant to the aftercare scheme for the restoration of the site were approved on 10/08/2005 (43155/APP/2000/2595). A further variation to enable the site to be fully restored by no later than 30 September 2017 was granted planning permission on 22/02/2013, reference number 43155/APP/2012/1903. A Landscape and Ecology Management Plan (LEMP) was approved in 2013 under the conditions of this permission and any works on site remain covered by methodologies within this approved plan.

Landfill gas and leachate management and monitoring infrastructure necessarily remains in place until such time as no longer required under the Environmental Permit for the landfill site, as regulated by the Environment Agency.

On 15-12-20 planning application ref. 43155/APP/2020/1075 for a leachate pre-treatment plant and pipeline to sewer at Harmondsworth landfill was withdrawn, in order for the applicant to make minor revisions to the plant layout and design.

The differences between the withdrawn and current application can be summarised as follows:

- > The location of the pipeline crossing beneath the road has been moved approximately 10m to the west in order to coincide with the surveyed location of the existing conduit through which the landfill gas pipework currently runs;
- > The red line application boundary has been extended to encompass both the proposed methane stripping plant and the existing leachate tank in order to include a proposed new security fence around both;
- > The detailed design of the methane stripping plant differs from that previously submitted.

4. Planning Policies and Standards

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

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

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The West London Waste Plan (2015)

The London Plan (2021)

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM10 (2012) Mineral Extraction

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

DMEI 11 Protection of Ground Water Resources

DMEI 12 Development of Land Affected by Contamination

DMEI 14	Air Quality
DMEI 7	Biodiversity Protection and Enhancement
DMHB 14	Trees and Landscaping
DMIN 3	Extraction, Landfilling and Restoration
DMT 2	Highways Impacts
LPP G9	(2021) Geodiversity
LPP G2	(2021) London's Green Belt
LPP G7	(2021) Trees and woodlands
LPP SI1	(2021) Improving air quality
LPP SI10	(2021) Aggregates
LPP SI7	(2021) Reducing waste and supporting the circular economy
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **10th February 2021**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015.

THAMES WATER

Waste Comments

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent. Applications should be made at <https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwholesale.thameswater.co.uk%2FWholesale-services%2FBusiness-customers%2FTrade-effluent&data=04%7C01%7C%7Cad615925db9d46565a9a08d8be16c745%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C637468352324445648%7CUnknown%7CTWFPbGZsb3d8eyJWIoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=0Ra5iRWeT01sgrwCrcCwPdqrNn2rwfJosaKaiLojwg%3D&reserved=0> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For

your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

ENVIRONMENT AGENCY

We have no objections to the proposed development.

Advice to LPA/applicant This development will require a variation to Landfill environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12. In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits> The applicant is advised to contact National Permitting Service via our website to discuss the issues arising from the permit application process.

Final comments

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.

Harmondsworth Conservation Area Advisory Panel:

We appreciate the desire of the applicants to reduce the number of HGV trips to deal with the leachate from this site but feel more thought should have been given to the siting and screening of the proposed methane stripping plant (MSP). The proposed plant, and the existing storage tank, are on Green Belt land that is supposed to have been returned to agricultural use. The tank is clearly visible to all the many pedestrians who walk along Harmondsworth Lane as it is close to the gateway to the southern part of the Harmondsworth Landfill site. If the Council is minded to approve this application, we suggest that the MSP should be sited to the west of the storage tank, rather than to the east as is proposed. This move would make it far less visually intrusive to passers-by. We would also like to see a condition imposed that the existing fence on both sides of the gateway should have a hedge planted behind it to better screen both the tank and the proposed MSP from the road; the boundary would then more closely match that along the rest of Harmondsworth Lane.

CADENT

Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified.

Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application.

If the application is refused for any other reason than the presence of apparatus, we will not take any further action.

Please let us know whether Plant Protection can provide you with technical or other information that may be of assistance to you in the determination of the application.

Internal Consultees

CONTAMINATION OFFICER

The EA have responded with information that confirms my consideration that the site is currently

regulated by the Environmental Permitting Regulations, in which case the proposed development of a methane stripping plant will require a variation to the current landfill environmental permit.

The permit should include reference to a site condition report (SCR) for any area of the site that is not subject to waste disposal. The SCR details are required to identify:

the environmental setting and pollution history of the site
any possible sources of historical contamination
substances in, on or under the land, from materials currently used or produced by the activities under the permit that may be a pollution risk
relevant plans for the site

The permit holder is required to collect and record information throughout the lifetime of the environmental permit, and they must update the SCR and submit it to the EA when the holder wishes to surrender the permit.

Therefore, in terms of land contamination matters, the Permitting Regulations should ensure relevant land conditions at the site are identified/addressed/managed accordingly.

Hence, I have no objection or further comments to the application.

FLOOD AND WATER MANAGEMENT

Flood Zone 1. No comments.

AIR QUALITY OFFICER

We have no air quality observations as the proposal will have no air pollution emissions to the atmosphere.

Odour would be the only concern. However, reading the planning statement which presents a very succinct description of odour impacts, it seems that the design of the structure will prevent any releases, with no further details provided.

HIGHWAY ENGINEER

On the basis that the development will create fewer trips than the existing situation and there will be no changes to the access there are no highway objections to this proposal

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed MSP and pipeline to sewer is required to more effectively deal with leachate arising as a by-product of the landfilling operation. The plant would process the leachate, stripping it of methane, which would allow it to be safely disposed of to the main sewer. It is therefore a process which supports the wider landfill operation, so is not considered in itself to be inappropriate development in the Green Belt.

It is considered that the development does not conflict with paragraph 133 of the NPPF, policy DME1 4 and DME1 6 of the Hillingdon Local Plan Part 2- Development Management Policies (2020), policy EM2 of the Local Plan Part 1 (2012) and Policy G2 of the London Plan (2021).

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Paragraph 133 of the NPPF says that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

Policy G2 of the London Plan 2021 says that the strongest protection should be given to London's Green Belt,

Policy EM2 (Green Belt, Metropolitan Open Land and Green Chains) of Local Plan: Part 1- Strategic Policies (2012) says that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains.

Policy DMEI 4 (Development in the Green Belt or on Metropolitan Open Land) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) says that inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

The proposed plant would be a visible feature when viewed locally within the wider landfill site but is modest in size, at less than 1.5m tall, especially when compared to the existing leachate holding tank. The area in which the MSP is to be located is screened from the road to the north and land to the west by the established field edge hedgerow vegetation. The landform of the restored landfill itself screens the area from other directions. It could be argued that it would be seen as an industrial element impacting upon the openness of the green belt, but when weighed against its discreet siting and small size, together with the context of the greater gain arising from the wider benefit of a safe, restored landfill site and reduced road miles, it is considered that any harm which may arise to the openness of the Green Belt is clearly outweighed by the greater sustainability benefits.

The MSP is to be retained until no longer required for the management of leachate produced within the landfill site. This is most likely to be the point at which the Environmental Permit is surrendered, for which there is no fixed timescale, as the permit will remain in place until the site operator can demonstrate that the landfill site presents no further environmental risk. The timescale to remove the MSP once no longer required for leachate management could be controlled by a planning condition. It would not be appropriate to impose a fixed timescale, there being no fixed timescale for Environmental Permit surrender, but a condition requiring removal once no longer required for safe discharge of leachate to sewer would be appropriate.

It is considered that the development does not conflict with paragraph 133 of the NPPF, policy DMEI 4 and DMEI 6 of the Hillingdon Local Plan Part 2- Development Management Policies (2020), policy EM2 of the Local Plan Part 1 (2012) and Policy G2 of the London Plan (2021).

7.06 Environmental Impact

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Policy DMEI 12 (Development of Land Affected by Contamination) of the Local Plan: Part 2 - Development Management Policies (2020) says that the Council will support planning permission for development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely used through remediation.

The site is known to have a history of contaminative uses including mineral extraction and subsequent landfilling operations which, as outlined in the Council's Contaminated Land Strategy and aligned site prioritisations, are ranked as high priority activities. However, it is understood that, despite early operations being controlled by less onerous regulatory regimes, the more recent waste management processes (for the landfilling operations and subsequent monitoring of the closed site) were and continue to be managed by prescribed modern controls and procedures that are regulated by the Environment Agency (EA), all in accordance with European Waste Management Regulations, including the Landfill Directive, as enacted by the Environmental Permitting (England and Wales Regulations) (2010).

Odour

Odour from leachate may be released through leachate breakouts, damaged monitoring and extraction points, emptying of leachate holding tanks or uncovered storage tanks. Leachate is currently routinely removed from site for off-site disposal via tankers and the leachate transfer process (as well as the associated transport from site) has the potential to give rise to odour.

The applicant states that it does not normally experience odour issues relating to MSPs and associated leachate management, as the systems are sealed and contained. The proposed system of pre-treatment and discharge direct to sewer will have less potential for odour escape than the current method of removal by road tanker, where the most likely source of odour is the air evacuated from the tanker body as it fills up on site.

The process air exhausted from the MSP at Harmondsworth closed landfill will pass through an odour filter unit as a precautionary measure.

The Environment Agency has raised no objection to the proposed development as submitted, on the basis that the ground improvement trial will be located within an engineered landfill currently regulated under environmental permit NP3139PK; the existing environmental permit will need to be varied, to control risks to the environment posed by the proposed plant and relevant pollution control measures will be applied and enforced under the permit.

On this basis, it is considered that the impact of the development on contamination and air quality will be controlled, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 12 (Development of Land Affected by Contamination) of the Local Plan Part 2: Development Management Policies (2020) and Policy SI 1 of the London Plan (2021).

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. Policies D1 and D4 of the London Plan (Publication version 2020) states that development design should respond to local context

The proposed development is not considered to have any significant landscape or visual impact as the pipeline will be buried below ground and the MSP unit is relatively small, moveable, and located in the former landfill site entrance area, alongside other necessary environmental management infrastructure. The former site entrance area is at a lower level than the road to the north and screened from it by existing established hedgerow vegetation. The proposed MSP unit will be coloured dark green to match the existing leachate storage tank.

On this basis, the development proposal is considered to be acceptable in terms of its impact on the character and appearance of the area, in accordance with the Hillingdon Local Plan, the adopted London Plan (2021) and the NPPF.

7.08 Impact on neighbours

Policy DMHB 11 Local Plan: Part Two - Development Management Policies (2020) advises that proposals should not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. Policy DMHD 1 also requires that there is no unacceptable loss of outlook to neighbouring occupiers.

There are no immediate neighbours within the vicinity of the proposed development. The works would be sufficiently remote from surrounding residents so that their amenities would not be adversely affected. As the development would be sited a sufficient distance away from adjoining properties, it is not considered that there would be any loss of amenity to surrounding occupiers, in compliance with relevant Local Plan Policies and standards.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

ACCESS

The existing site entrance to Harmondsworth landfill site is located off Harmondsworth Lane in a 20 mph speed zone. The road is a single carriageway with a pedestrian footpath on the northern carriageway only. Dense vegetation borders both sides of the road. Overhead street lighting appears absent. At the location of the entrance existing pelican crossing lights are present, associated with the landfill operation. The entrance of the site is currently gated with a level access from Harmondsworth Lane. The existing access will be utilised with no modifications envisaged.

Transport and Sustainability

Currently heavy goods vehicles transport the collected leachate to a waste-water treatment works.

Implementing this proposal would result in a significant reduction in traffic generation and constitutes a more sustainable operation, saving around 630 road miles by HGVs every

week:

The Highway Engineer considers that on the basis that the development will create fewer trips than the existing situation and there will be no changes to the access there are no highway objections to this proposal.

In conclusion, it is considered that the proposal is unlikely to result in material harm to the local and strategic highway network and accords with Local Plan Part 2 (2020) Policies DMT 1 and DMT 2 and Policy xx of the London Plan (2021).

7.11 Urban design, access and security

Urban design issues have been addressed elsewhere in this report

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure. Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

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

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

The MSP unit will be located on an existing area of hardstanding at the former site entrance, alongside similar infrastructure relating to environmental controls for the landfill site. The installation of a pipeline link to sewer will involve some disturbance to vegetation at the field edge but will be located outside of and to the north of the existing established field edge hedge and its associated root zone.

The existing Landscape and Ecology Management Plan (LEMP) for Harmondsworth landfill site, as approved under conditions 7, 9 & 10 of landfill permission 43155/APP/2012/1903, will cover all operations within the Harmondsworth landfill site boundary and the minor works involved in installing the piped connection to sewer will follow the same principles of reasonable avoidance measures as enshrined in Appendix D to the approved LEMP.

The proposed development is not anticipated to have any significant impact on ecology. It is considered that the proposed development would not have significant adverse impacts on statutorily or locally protected nature conservation sites or landscapes, in compliance with Local Plan Part 1 Policy EM7 (Biodiversity and Geological Conservation), Policy DME1 7 Biodiversity (Protection and Enhancement) Development Management Policies - Local Plan Part 2 (2020), The London Plan Policy G6 and National Planning Policy Framework (NPPF).

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted Nov. 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. London Plan policies xxx require development proposals to use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The site is located within Flood Zone 1 according to the Environment Agency's online Flood Zone Map. As a result of this and given that the site area is under one hectare, a flood risk assessment is not required to support the planning application.

The MSP unit will be located on an existing area of hardstanding at the former site entrance and the proposed development will therefore not result in increased rates of surface water run off or increase the potential for flooding.

Thames Water advise that a Trade Effluent Consent will be required for any effluent discharge other than a 'Domestic Discharge'.

it is considered that the scheme satisfactorily addresses drainage and flood related issues, in compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies , Policy SI 12 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

Noise

The NPPF requires new development to 'mitigate and reduce to a minimum' potential adverse impacts resulting from noise - and avoid noise giving rise to significant adverse impacts on health and the quality of life. The NPPF also seeks to create places with a high standard of amenity for existing and future users.

London Plan Policy D14 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising noise pollution.

Local Plan Part 1 Policy EM8 promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.

It is not anticipated that the proposed MSP will have any impact upon noise levels at sensitive receptors. The proposed MSP will be mains powered and is located close to existing landfill gas management infrastructure. Noise generated by the MSP will be barely audible and at a significantly lower level than the nearby gas generation unit and flare.

Air quality issues have been addressed elsewhere in this report.

7.19 Comments on Public Consultations

The issues raised have been addressed in the main report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposal is not considered to be inappropriate development in the Green Belt, as the plant is associated and essential for the ongoing management of this former landfill site.

The development will create fewer vehicular trips than the existing situation and there will be no changes to the access. There are therefore no highway objections to this proposal. In terms of air quality, design of the structure will prevent any odour releases, whilst it is not anticipated that the proposed plant will have any impact upon noise levels at sensitive receptors. It is considered that any harm which may arise to the openness of the Green Belt is clearly outweighed by the greater sustainability benefits.

The plant will be subject to a variation to the Landfill Environmental Permit Both and a Trade Effluent Consent.

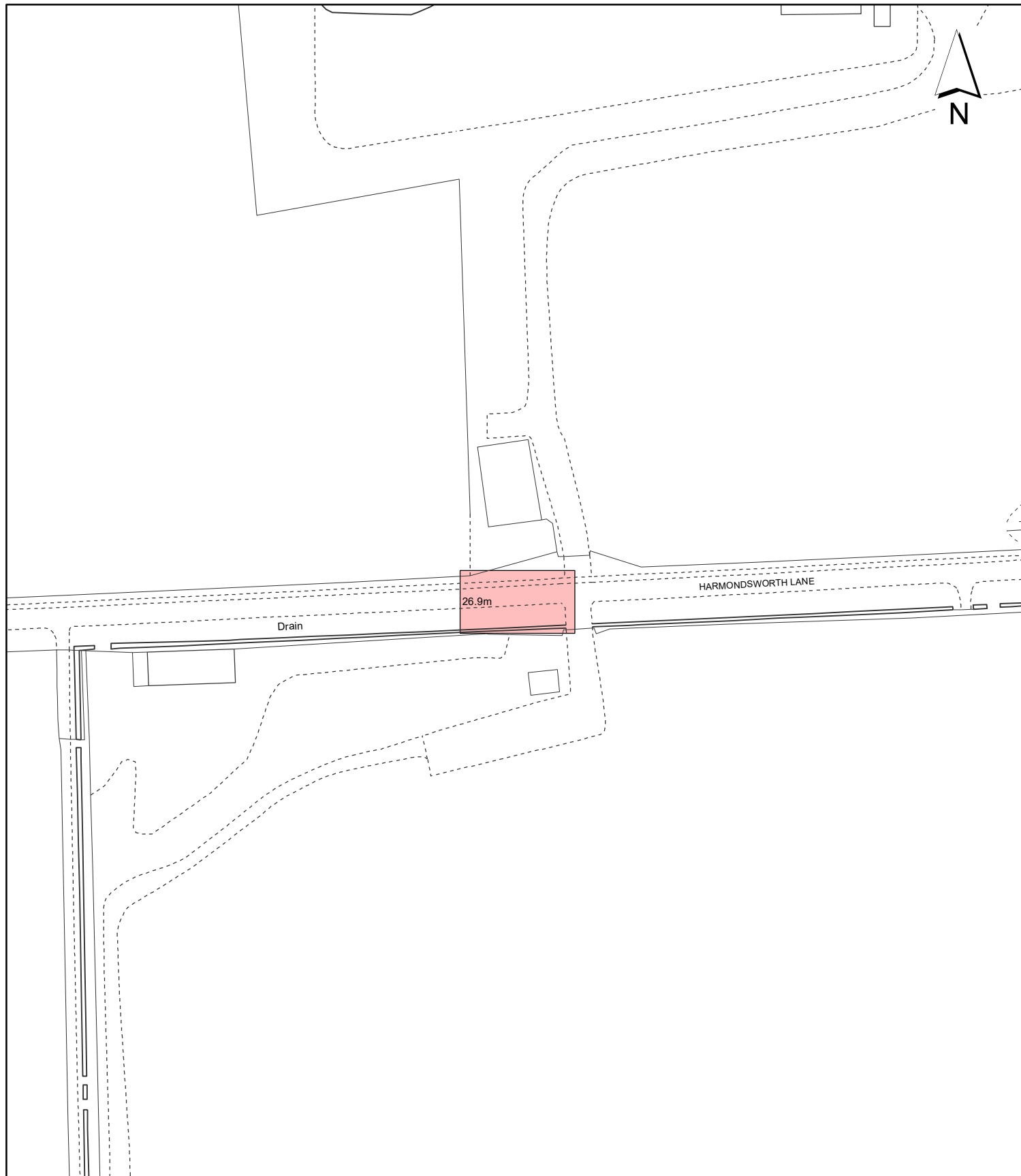
Approval is recommended accordingly.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
The Hillingdon Local Plan: Part Two - Development Management Policies (2020)
London Plan 2021 National Planning Policy Framework (NPPF)
West London Waste Plan (2015)
Council's Supplementary Planning Document - Air Quality

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Harmondsworth Landfill Site
Harmondsworth Lane**

Planning Application Ref:

43155/APP/2020/4267

Scale:

1:1,250

Planning Committee:

Central & South

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 163 HIGH STREET YIEWSLEY

Development: Addition of a storey to provide 5 flats with rooftop amenity space and associated works

LBH Ref Nos: 15348/APP/2021/615

Drawing Nos: 98-210 Rev. P02
98-211 Rev. P02
98-212 Rev. P02
98-213 Rev. P02
00-200 Rev. P02
00-201 Rev. P02
00-202 Rev. P02
00-203 Rev. P02
00-204 Rev. P02
00-205 Rev. P02
98-001 Rev. P01
98-002 Rev. P01
98-202 Rev. P02
98-201 Rev. P02
98-200 Rev. P02
00-210 Rev. P02
00-211 Rev. P02
00-212 Rev. P02
00-213 Rev. P02
Design and Access Statement
Planning Statement
Transport Assessment Rev. B

Date Plans Received: 16/02/2021

Date(s) of Amendment(s):

Date Application Valid: 16/02/2021

1. SUMMARY

The application is seeking planning permission for the addition of a storey to provide 5 flats with rooftop amenity space and associated works. This application follows a previous application for a 2- storey addition to the property that was refused and subsequently dismissed at appeal.

This application is materially different to the previous proposal dismissed at appeal as it only seeks the addition of one further storey and the ground floor layout has also been amended so the car parking spaces can easily be used.

The proposal seeks to provide additional residential units on a brownfield site in a sustainable town centre location which weighs in favour of the development.

The proposed additional storey is considered an appropriate termination to the building subject to a condition that requires details of external finishes. The proposal would not harm the amenities of neighbouring properties and would not result in an adverse impact

on the local highway network.

For the reasons outlined within the report, this application is recommended for approval subject to planning conditions and a Section 106 legal agreement.

2. RECOMMENDATION

That delegated powers be given to the Deputy Director of Planning and Regeneration to grant planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106/Deed of Variation of the Town and Country Planning Act 1990 (as amended) to secure the following:

- 1) Parking Permit exclusion clause for all future residents (other than blue badge holders); and**
- 2) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

B) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the Section 106 Agreement has not been finalised before within 6 months of the committee meeting, or any other period deemed appropriate that delegated authority be given to the Deputy Director of Planning and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to a permit free development. The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policies 8.2 of the London Plan (March 2016); Policy DF1 of the London Plan - Intend to Publish Version (December 2019); and paragraphs 54-57 of the National Planning Policy Framework (February 2019).'

E) That if the application is approved, the following conditions be attached:-

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete

accordance with the details shown on the submitted plans, numbers: 00-200 Rev. P02, 00-201 Rev. P02, 00-202 Rev. P02, 00-203 Rev. P02, 00-204 Rev. P02, 00-205 Rev. P02, 00-210 Rev. P02, 00-211 Rev. P02, 00-212 Rev. P02 and 00-213 Rev. P02 and shall thereafter be retained and maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part One (2012), Part Two (2020) and the London Plan (2021).

3 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

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

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping/decking
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 10 cycle spaces
 - 2.c Means of enclosure
 - 2.d Car Parking Layouts for 10 cars including details of electric vehicle charging provision for 2 spaces and passive provision for 8 spaces
 - 2.e External Lighting
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

5 RES24 Secured by Design

The dwelling site shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Local Plan Part 2 (2020) and Policies 7.1 and 7.3 of the London Plan (2016) .

6 NONSC Refuse arrangements

Notwithstanding the approved plans, prior to occupation, full detail of proposed refuse storage and a refuse management plan shall be submitted to and approved in writing by the local planning authority. This shall include details of refuse storage areas and arrangements for collection. The development hereby permitted shall not be occupied until the approved scheme has been implemented and these facilities should be retained permanently thereafter.

REASON

To ensure that satisfactory provision is made, in the interests of amenity and to ensure that the visual appearance of such provision is satisfactory in compliance with Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 (2020).

7 NONSC Car Parking Management

A parking management plan, including details of the allocation of vehicle parking spaces within the development and long term management responsibilities and maintenance schedules for all communal parking areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved. The parking management plan shall be carried out in accordance with the approved details thereafter.

REASON

To ensure that satisfactory off-street parking is provided within the development so as not to prejudice the free flow of traffic and in the interests of highway safety on neighbouring highways in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

8 NONSC M4(2) Dwelling

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

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

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads.

The applicant may be required to make good any damage caused.

6 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

7 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

3. CONSIDERATIONS

3.1 Site and Locality

163 High Street in Yiewsley comprises a three storey former office building which was converted to residential use.

The site is located on the junction of High Street and Trout Road opposite Gurnard Close. Adjacent to the site is a large Aldi store, to the north of the site is Cowley Retail Park and to the north west, Packet Boat Marina.

The application site is located within the Colne Valley Archaeological Priority Area, Yiewsley and West Drayton Town Centre and the West Drayton/Yiewsley Air Quality Management Focus Area.

3.2 Proposed Scheme

The proposal seeks to erect an additional storey to the existing roof of the building to create 5 residential units (4 x 2 bed and 1 x 1 bed) with rooftop amenity space, car parking,

cycle parking and associated works.

3.3 Relevant Planning History

15348/APP/2014/63 163 High Street Yiewsley

Change of use from office (Use Class B1a) to residential (C3) to provide 17 flats

Decision: 19-02-2014 PRN

15348/APP/2015/934 163 High Street Yiewsley

Erection of second and third floors above the existing building to provide 9 self contained units (6 x 2 bedroom and 2 x 3 bedroom flats and 1 x 2 bedroom duplex), including a roof garden, and the extension/over cladding of the lift and stair core areas

Decision: 03-09-2019 Refused **Appeal:** 18-02-2020 Dismissed

15348/APP/2015/934 163 High Street Yiewsley

Erection of second and third floors above the existing building to provide 9 self contained units (6 x 2 bedroom and 2 x 3 bedroom flats and 1 x 2 bedroom duplex), including a roof garden, and the extension/over cladding of the lift and stair core areas

Decision: 03-09-2019 Refused **Appeal:** 11-05-2018 Invalid Appeal

Comment on Relevant Planning History

The most relevant planning history is referenced above.

In 2014, under planning ref: 15348/APP/2014/63 Prior Approval consent was granted for the change of use from office (Use Class B1a) to residential (C3) to provide 17 flats, with 16 car parking spaces at ground floor level.

Planning ref: 15348/APP/2015/934 (11-05-18) was refused for the following reasons:

1. The proposed extension, by virtue of its size, scale, bulk, design and use of materials, would appear out of context, create a building higher than the neighbouring buildings and have an unsatisfactory and dominating relationship to them. The proposal would therefore represent an over development of the site to the detriment of the visual amenities of the street scene and the character and appearance of the surrounding area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

2. The proposed development fails to provide sufficient car parking provision for the proposed development and would therefore result in an increase in on-street car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety. Furthermore, where car parking is provided, it is inadequate and would pose a significant safety risk to future occupants. The proposal is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted

Supplementary Planning Document HDAS: Residential Layouts.

3. The applicant has failed to provide adequate refuse storage and a Refuse Management Plan in support of the application, and the proposal would thus result in visual clutter along Trout Road and conflict with pedestrian movement contrary to Policies AM7 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and Policies DMHB 12, DMT 2 and DMT 5 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

4. The proposed development, due to the layout of the cycle parking spaces, fails to provide adequate secure and usable cycle storage contrary to Policy DMT2 and DMT4 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

5. The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the development would result in an over-development of the site and would be detrimental to the residential amenity of existing and future occupiers. The proposal is therefore contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

The proposal was considered at Appeal under ref: APP/R5510/W/19/3239798. The Appeal was dismissed. In dismissing the Appeal, the Inspector noted:

"Although the Continental building is itself of substantial height and bulk, its storey levels are not equivalent of those of the appeal building, which incorporates an upper ground floor level. Furthermore, the Continental building is three storey, whereas the proposed development would be four storey. Whilst the relationship between the proposed development and the Continental building would be closer in terms of their heights and massing than other buildings in the locality, the appeal development would still appear visually dominant in relation to the height and massing of this neighbouring building. This relationship would therefore also contribute to the significant harm to character and appearance that would arise.

In terms of the materials proposed to be used and the general design of the building, this would in my view be appropriate. However, this does not alter the fundamental concerns that I have raised with respect to the height and massing of the proposed development."

The key difference between the previous application dismissed at appeal and this application is that this application only proposes an additional storey to provide 5 units whereas the previous application provided 2-storeys to provide 9 units. The layout of the undercroft car parking has been reconfigured.

4. Planning Policies and Standards

Development Plan

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

The Development Plan for the London Borough of Hillingdon currently consists of the

following documents:

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

Material Considerations

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMCI 4 Open Spaces in New Development
DMCI 7 Planning Obligations and Community Infrastructure Levy
DMEI 10 Water Management, Efficiency and Quality
DMEI 12 Development of Land Affected by Contamination
DMEI 13 Importation of Material
DMEI 14 Air Quality
DMEI 2 Reducing Carbon Emissions
DMH 2 Housing Mix
DMH 4 Residential Conversions and Redevelopment
DMH 7 Provision of Affordable Housing
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 14 Trees and Landscaping
DMHB 15 Planning for Safer Places
DMHB 16 Housing Standards
DMHB 17 Residential Density
DMHB 18 Private Outdoor Amenity Space
DMHB 19 Play Space
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking

LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was consulted on between 19-02-21 and 12-03-21. No comments or objections were received.

Internal Consultees

Highways Officer

The existing site contains 17 residential apartments across two floors, with undercroft parking for 15 car parking spaces accessed from Trout Road.

The proposal is for an additional five apartments consisting of 1 x 1-bedroom apartment and 4 x 2-bedrooms apartments, all car free but in line with the new London Plan with associated secure cycle spaces and 2 short term cycle spaces.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle parking requires that development proposals must comply with the relevant parking standards. For a development of flats the maximum number of parking spaces permitted for 1-2 bed flats range between 1no.space per dwelling and 1.5no. spaces, allowing a maximum of between 5no. and 7no. car parking spaces.

In the Transport Statement (TS) the approach to parking is based on their findings that the

undercroft car parking is underutilised and that the new residential apartments would be able to utilise the undercroft parking, and therefore future residents would not overspill onto the controlled on-street parking. This is further supported by reference to the census data and a reference to an appeal inspector without any details provided about what and when this appeal is being referenced and its relevance to the proposal.

The HA is assessing the proposed development in the context of the current Policy DMT6, the existing car parking provision, etc. is commensurate to the requirements and conditions at the time of the existing developments approval and is not a relevant consideration in respect of the current submission. Any changes to the car and cycle parking provision and layout will require the applicant to seek planning advice separately.

To clarify the proposed development of 5 additional flats is not proposing any on-site dedicated car parking provision in a location of PTAL 3, contrary with Policy DMT6.

However, and contrary to the TS which states that the site's PTAL rating of 3 is good, it is actually considered moderate but nevertheless, given the site lies within a zone of streets controlled by a resident parking management scheme Y1 (no parking Monday to Saturday between 9AM and 6PM), a car free development would be acceptable in this location and therefore subject to an s106 legal agreement prohibiting residents of the 5 flats development from requesting parking permits, there would be no objection.

Whilst the applicant has shown secure cycle parking as part of the revised layout which has not been formally approved, the following condition will be required that before the occupation of the proposed development, details of cycle parking/storage for the 5 flats development shall be submitted to and approved in writing by the Local Planning Authority.

RECOMMENDATION:

No objection, subject to a s106 car free agreement prohibiting residents of the 5 flat development from requesting parking permits and details of cycle parking/storage for the 5 flat development in accordance with policy DMT 6 shall be submitted to and approved in writing by the Local Planning Authority.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 118 of the NPPF (2019) expects planning decisions to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. It promotes and supports the development of under- utilised land and buildings, especially if this would help to meet identified need.

Policy H1 of the London Plan (2021) expects Hillingdon to deliver a minimum of 10,830 over a ten year period. It recognises there is a pressing need for more homes across London and in particular on brownfield sites.

Policy H1 of the Local Plan: Part One (2012) requires the Council to exceed or meet its minimum strategic dwelling requirements, where this can be achieved, in compliance with other Local Plan policies.

The surrounding area comprises a mix of commercial and residential uses. Given that the existing building has been converted to a residential use, the principle of residential units on this site has therefore been established. The principle of residential accommodation in this location is considered acceptable subject to all other material considerations being accepted.

7.02 Density of the proposed development

Policies D1 to D4 of the London Plan (2021) place greater emphasis on a design-led approach to ensure development makes the best use of land, with consideration given to site context, public transport, walking and cycling accessibility and the capacity of surrounding infrastructure.

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states Hillingdon will apply the density standards in a flexible manner, according to local circumstances. It recognises that areas such as Uxbridge town centre are more suited to higher density development, which in some cases may exceed London Plan Standards.

Numerical density standards have recently been removed from the adopted London Plan 2021 to avoid the quantitative standards being applied mechanistically. To this end, the application site comprises a town centre brownfield site where a suitable design led approach should deliver the best use of the site subject to accordance with all other planning policies. The current proposals is considered to be providing a suitable design led approach to delivering the best use of this site.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

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

There are a variety of different scales of development within the locality of the site, the majority of properties are generally up to 3.5 storeys.

Under planning ref: 15348/APP/2015/934, planning permission was refused and dismissed

at appeal for the erection of second and third floors above the existing building to provide 9 self contained units (6 x 2 bedroom and 2 x 3 bedroom flats and 1 x 2 bedroom duplex), including a roof garden, and the extension/over cladding of the lift and stair core areas. The proposal was refused for 5 reasons including on design grounds whereby the scale, bulk and height of the proposal would result in an unsatisfactory and dominating relationship when considered in the context of the neighbouring properties.

The Appeal Inspector considered that the proposed addition of two extra storeys would substantially add to both the height and massing of the building and would increase these to a degree where it would appear at odds with the surrounding development and cause significant harm to the character and appearance of the area.

In particular, the proposed building would be visually dominant and out of character when viewed from along High Street looking towards the junction, where it would be seen across the adjacent supermarket car park and against the predominantly 2-storey buildings which form that view.

There are material differences between the previously refused planning application and the current proposal, namely that only an additional storey is proposed. As a result of a modest increase to the size, scale and massing of the building, the proposed addition is considered to be an appropriate termination to the existing building.

In terms of external finishes, the proposal is for aluminium cladding with aluminium framed windows and doors. The contemporary cladding proposed is similar to the previous refused scheme which the Inspector had not raised concerns with. Officers consider that a given it is currently a red bricked building, a zinc finish is more appropriate and so notwithstanding the plans submitted, should the application be considered acceptable, details of the proposed finish, material and colour would be required by condition.

It is noted that a roof terrace garden is proposed, this is set back slightly from the main elevation and it includes planting. To ensure appropriate boundary treatment and to mitigate against its visual impact and to ensure it is an attractive and usable space for future residents, details of the proposed roof terrace, railings, planting, decking and maintenance would be required by condition.

7.08 Impact on neighbours

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so that they do not adversely affect their surroundings or the local character.

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

To the north west of the application site are the residential properties located on Trout Road and Gurnard Close. There is a distance of approximately 21 metres between these properties and the application site. Given the distance and relationship between the development and application site, the proposal is not considered to appear unduly overbearing or visually obtrusive to these occupants, nor to give rise to an unacceptable loss of light or privacy.

The site is bounded to the north, east and south by commercial properties and the highway, given such the scheme is not considered to have a detrimental impact on these occupants.

7.09 Living conditions for future occupiers

Table 3.1 of the London Plan (2021) sets out minimum internal space standards for new dwellings. The proposal would meet the minimum space standards set out in Table 3.1 of the London Plan (2021).

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. Based on the schedule of accommodation proposed, the applicant is required to provide 120 sq.m of private amenity space. The proposal would provide 117 sq.m of rooftop level amenity space and 4 balconies. The quantum of amenity space proposed is considered acceptable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined.

The existing site contains 17 residential apartments across two floors, with undercroft parking for 15 car parking spaces accessed from Trout Road.

The proposal is for an additional five apartments consisting of 1 x 1-bedroom apartment and 4 x 2-bedrooms apartments. The proposal would provide secure cycle spaces and 2 short stay cycle spaces. In terms of car parking, the proposal seeks to reconfigure the under utilised car parking spaces to 10 car parking spaces. The spaces would be available to residents on a first come first served basis. The existing vehicular entrance would be utilised and new automatic roller shutters are proposed with a manual over ride. Refuse and recycling and cycle parking would be taken from the same entrance.

Within the Appeal decision, the Inspector noted that "I am satisfied that adequate provision could be made for refuse storage and cycle parking. I am not however persuaded that, without a restriction on the tenure of the dwellings, adequate arrangements to address the parking needs of the proposed development would be in place. Furthermore, as the amended plan has not been subject to consultation with the Highway Authority, I also do not have sufficient information to demonstrate what parking provision could be achieved."

To overcome the issue, the Applicant proposes a car parking management system so car parking spaces are allocated on a first come, first served basis. The site lies within a zone of streets controlled by a resident parking management scheme Y1 (no parking Monday to Saturday between 9am and 6pm). The highways officer therefore considers that a permit free parking should be secured by a clause within the s106 legal agreement prohibiting residents of the 5 flats development from requesting parking permits.

Whilst the applicant has shown secure cycle parking as part of the revised layout, a

condition is required that seeks details of cycle parking/storage. Details of refuse management is also sought by condition to ensure the communal bins are appropriately returned to the allocated store and not left on the street.

Subject to the inclusion of the condition and clause within the Section 106 legal agreement, there are no highways objections to the proposal.

7.11 Urban design, access and security

Design has been addressed in paragraph 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. A secured by design condition has been recommended.

7.12 Disabled access

Policy D7 of the London Plan (2021) seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'

2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'

The proposal would introduce a lift to the building, which would benefit both occupiers of the proposed units and those of the prior approval units. A condition is secured requiring the applicant to provide the units in compliance with M4(2) standards.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

No trees will be affected by the proposed development. Given the site constraints, there is limited opportunity for landscaping on this site, given the shortage of external space. Where a rooftop amenity space is proposed, details of its finishes are required by condition as discussed in Section 07.7 of the report.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities will be provided within the car parking area at ground floor level. The issues relating to siting and collection are discussed in the "Traffic impact, Car/cycle parking, pedestrian safety" section of the report.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

Policy DF1 of the London Plan (2021) requires development proposals to provide the infrastructure and meet relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following planning obligations to mitigate the impact of the development:

- 1) Parking Permit exclusion clause for all future residents (other than blue badge holders in the Hayes HY2 Zone); and
- 2) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The application is seeking planning permission for the addition of a storey to provide 5 flats with rooftop amenity space and associated works. This application follows a previous application for a 2- storey addition to the property that was refused and subsequently dismissed at appeal. The proposal seeks to provide additional residential units on a brownfield site in a sustainable town centre location which weighs in favour of the

development.

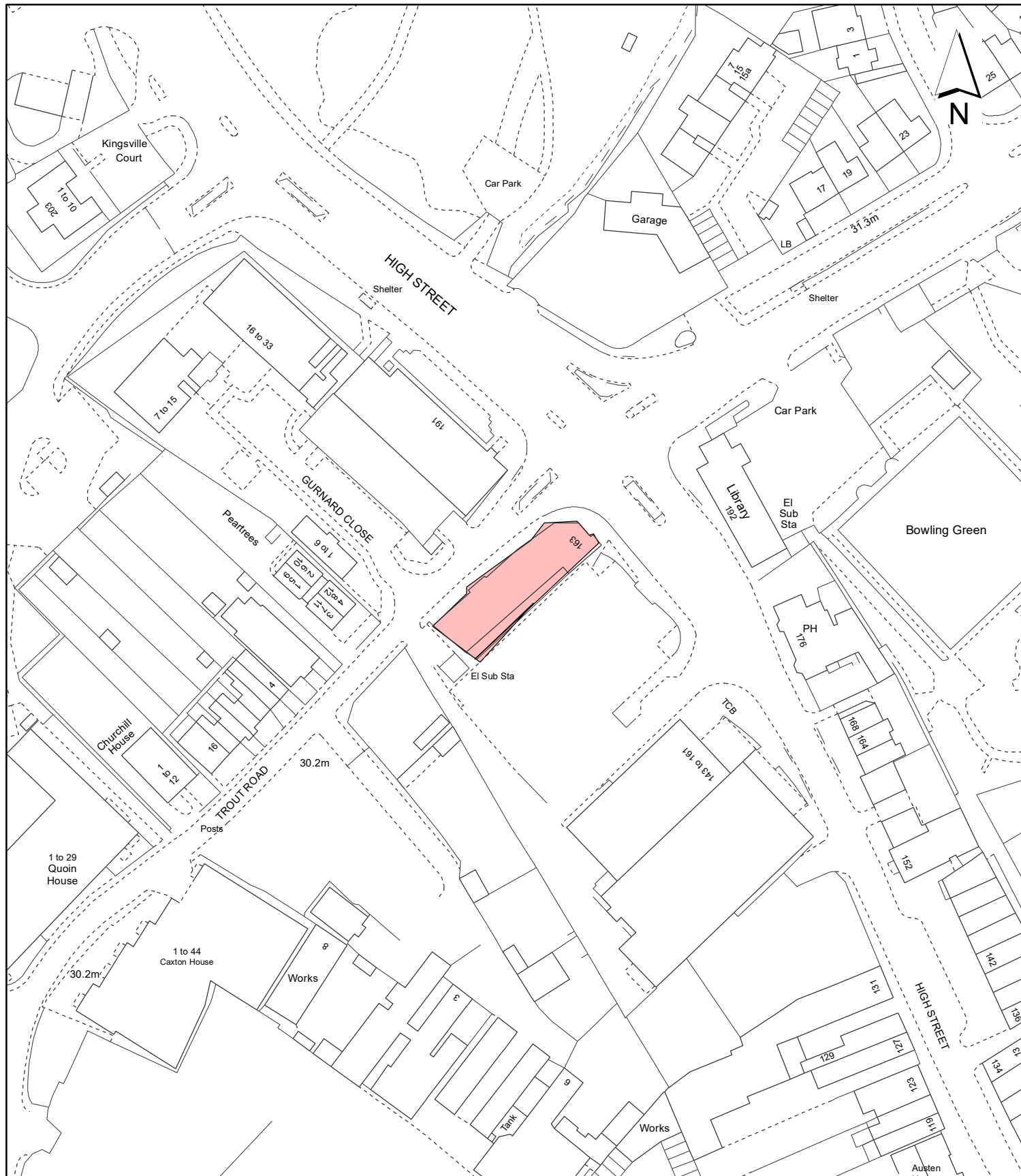
The proposed additional storey is considered an appropriate termination to the building subject to a condition that requires details of external finishes. The proposal would not harm the amenities of neighbouring properties and would not result in an adverse impact on the local highway network. For the reasons outlined within the report, this application is recommended for approval subject to planning conditions and a Section 106 legal agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)
Hillingdon Local Plan: Part 2 Development Management Policies (2020)
Hillingdon Local Plan: Policies Map (2020)
London Plan (2021)
National Planning Policy Framework (2019)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

163 High Street

Planning Application Ref:

15348/APP/2021/615

Planning Committee:

Central & South

Scale:

1:1,250

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

Plans for Central & South Applications Planning Committee

Tuesday 4th May 2021



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Planning, Transportation and Regeneration

Address 2 DE SALIS ROAD HILLINGDON

Development: Erection of a two storey, 2-bed end-of-terraced dwelling involving partial demolition of existing garage

LBH Ref Nos: 38071/APP/2020/3639



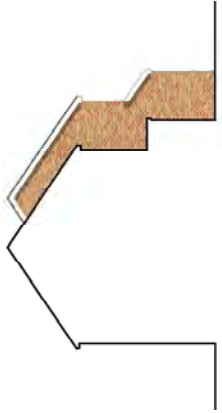
west elevation



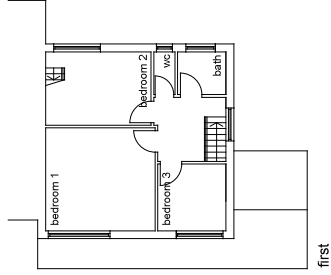
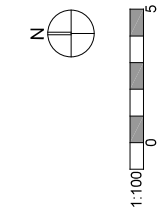
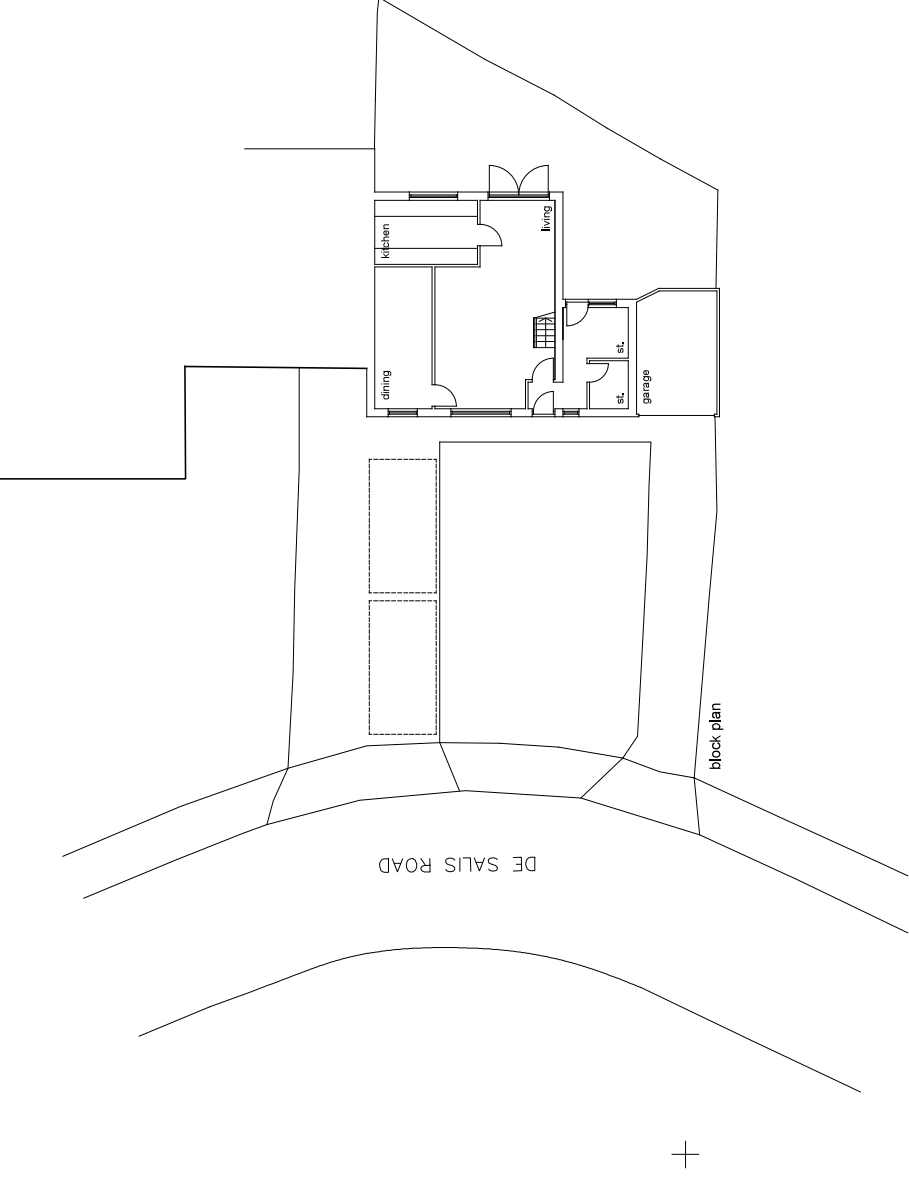
south elevation



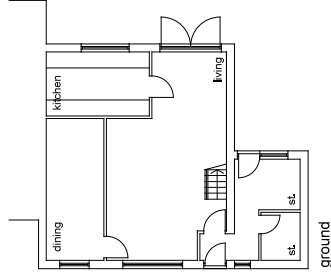
east elevation



sectional north elevation



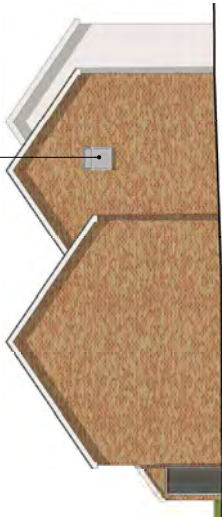
first



ground



west elevation



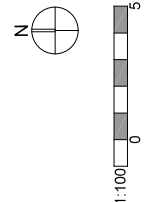
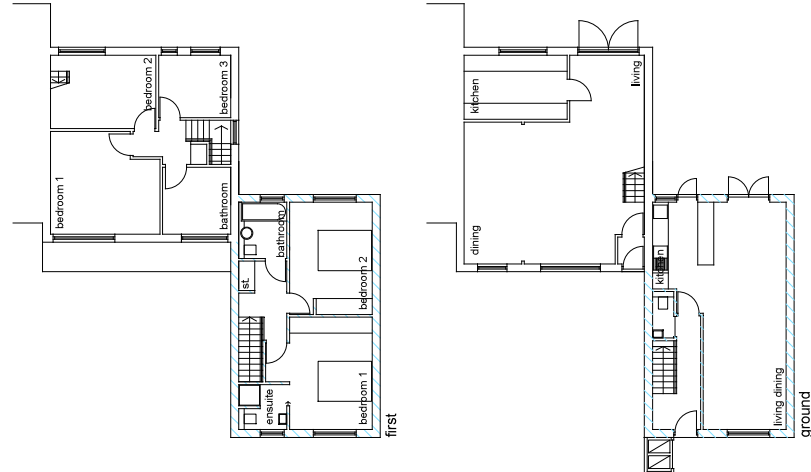
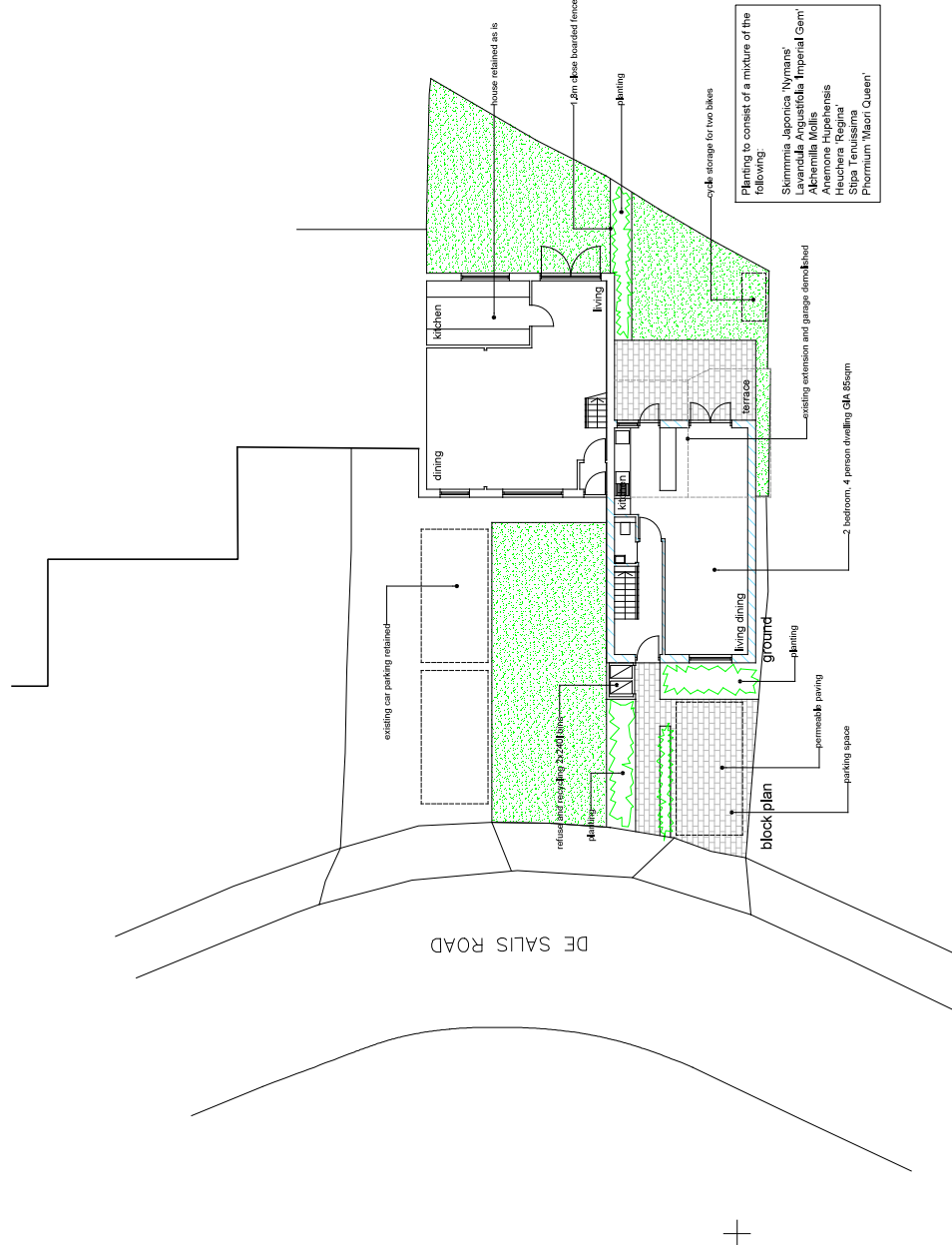
south elevation

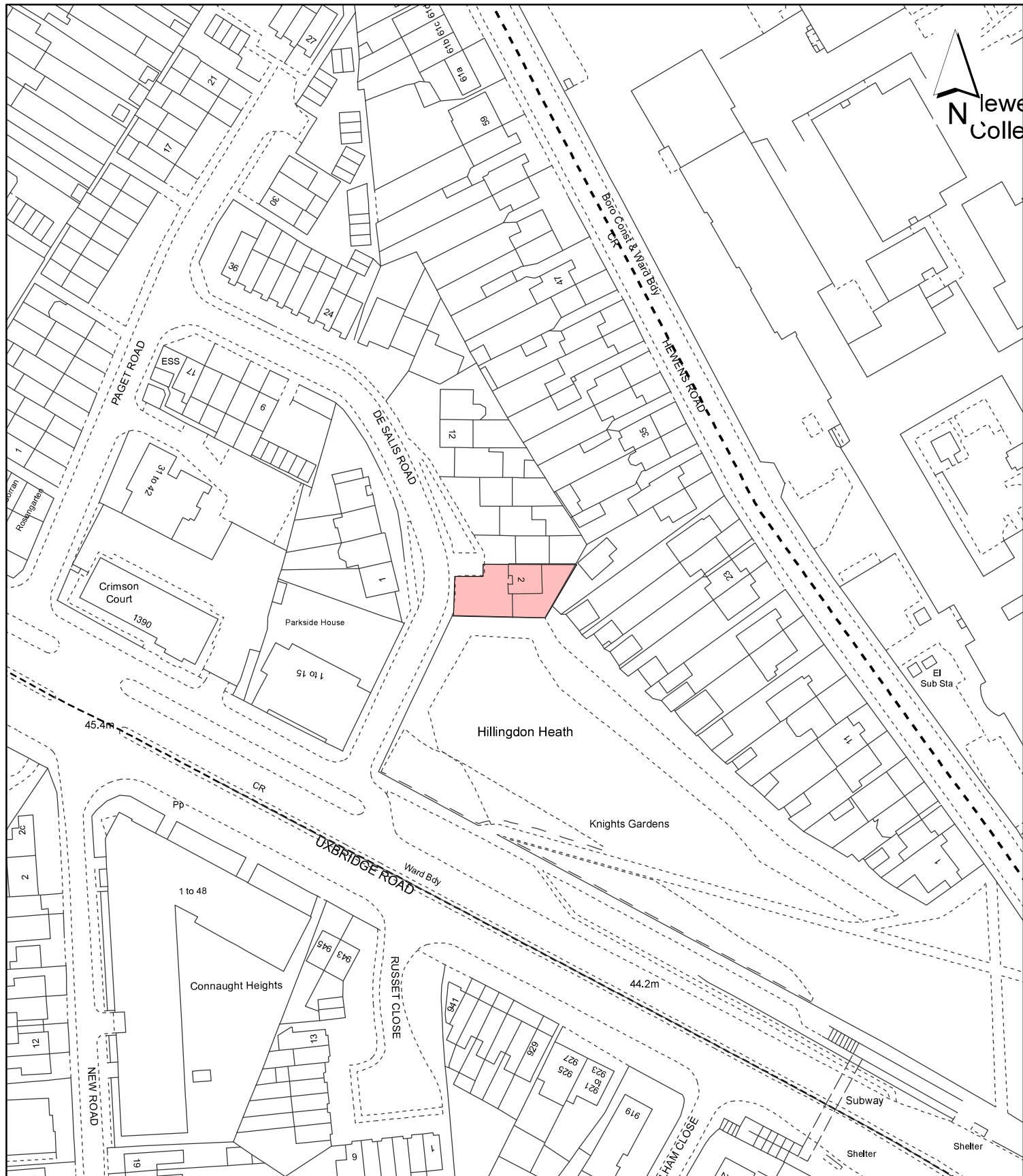


east elevation



sectional north elevation





Notes:

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Site Address:

2 De Salis Road

Planning Application Ref:

38071/APP/2020/3639

Scale:

1:1,250

Planning Committee:

Central & South

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address 43 SWEETCROFT LANE HILLINGDON

Development: Variation of condition 2 (Approved Plans) of planning permission Ref: 17412/APP/2019/2186 dated 16/10/2019 (single storey side extensions, single storey rear extension and conversion of roofspace to habitable use to include, raising of ridge of roof, 6 side dormers, 5 side rooflights and extension and conversion of front and rear of roof from hip to gable end with new gable end windows) to allow for additional windows and to enable the roofspace to be used for additional living accommodation

LBH Ref Nos: 17412/APP/2021/599

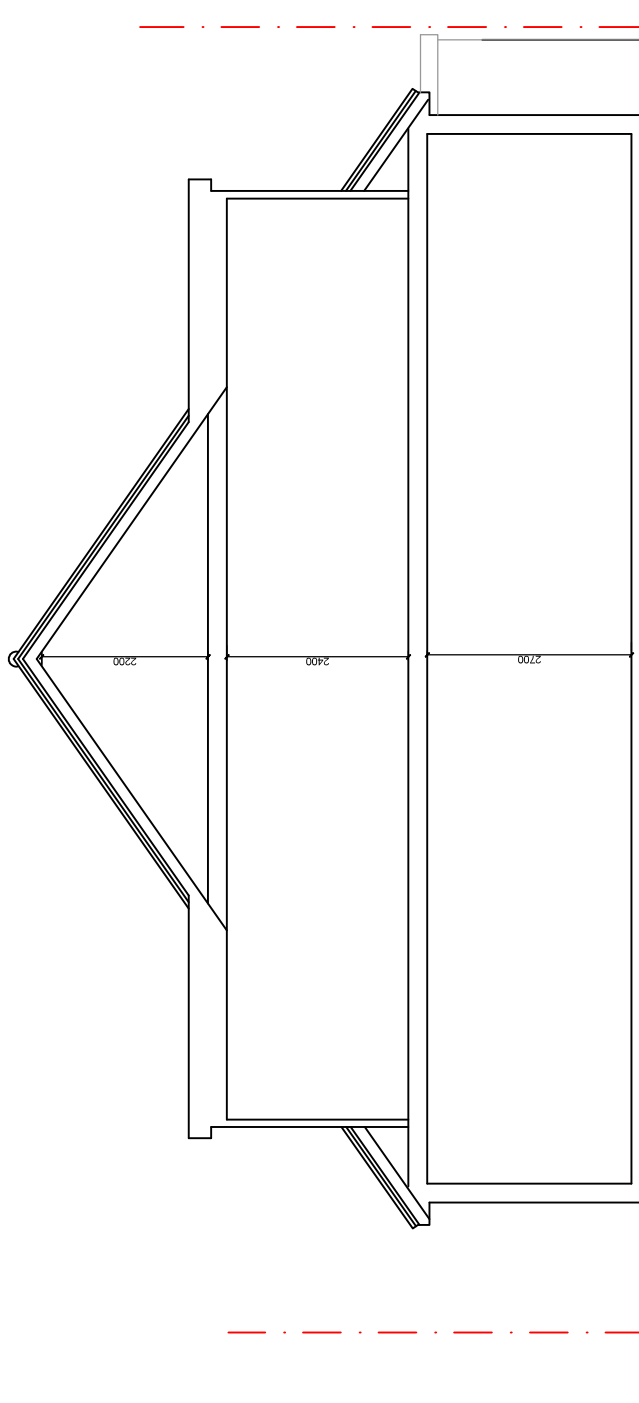


LOCATION PLAN

ADDRESS

SCALE 1:1250

**43 SWEETCROFT LANE,
UXBRIDGE,
UB10 9LE**

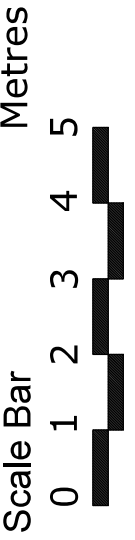


SECTION A-A

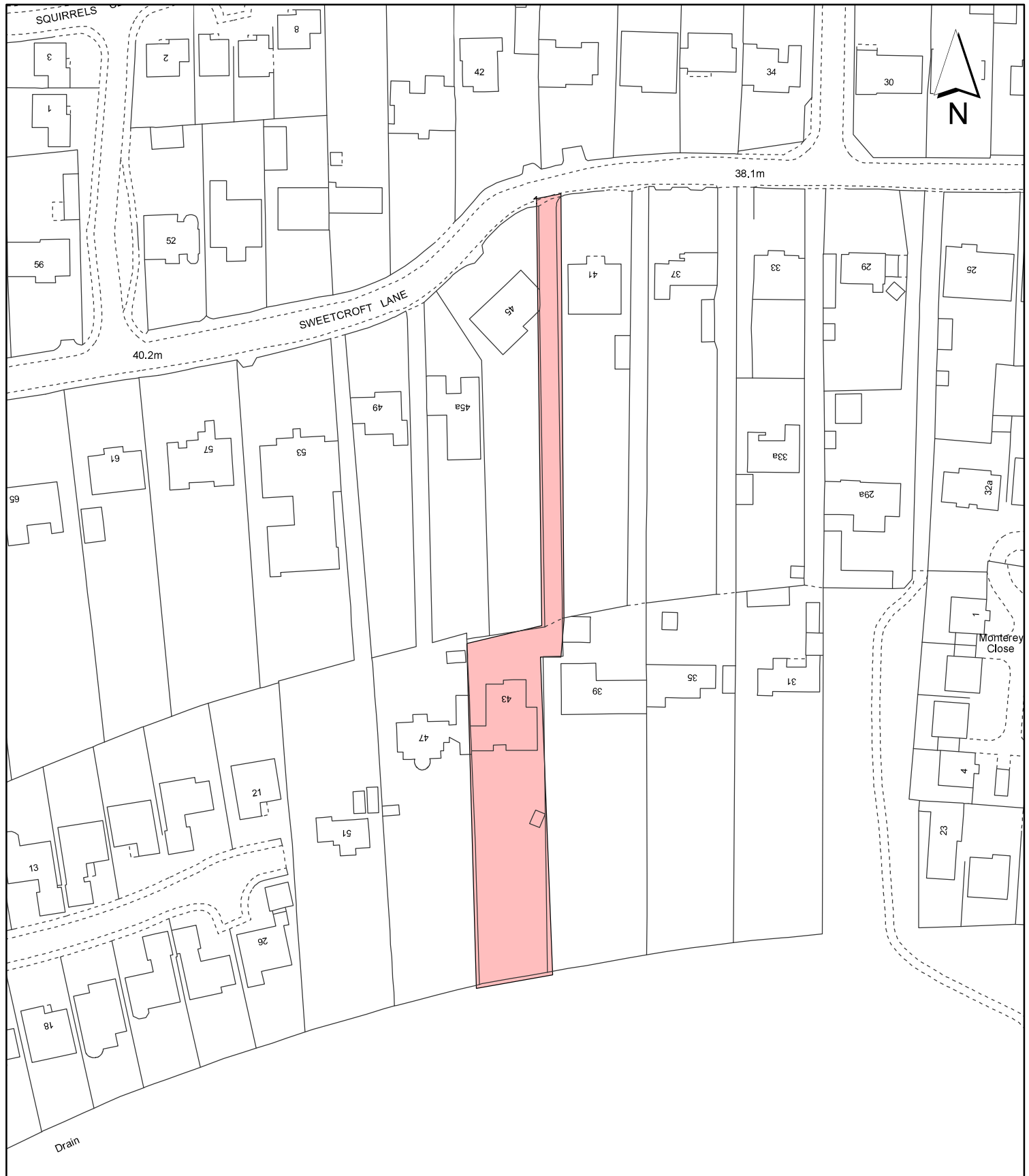
43 SWEETCROFT LANE, UXBRIDGE, UB10 9LE



THE GILLETT MACLEOD PARTNERSHIP
Chartered Architects & Town Planning Consultants
1 High Road Old Eastcote Pinner Middlesex HA5 2EW Tel. 0208 868 1333



Drg. No. 20/3379/2
Scale 1:100@A4
Date 03/02/21
Drawn by AK



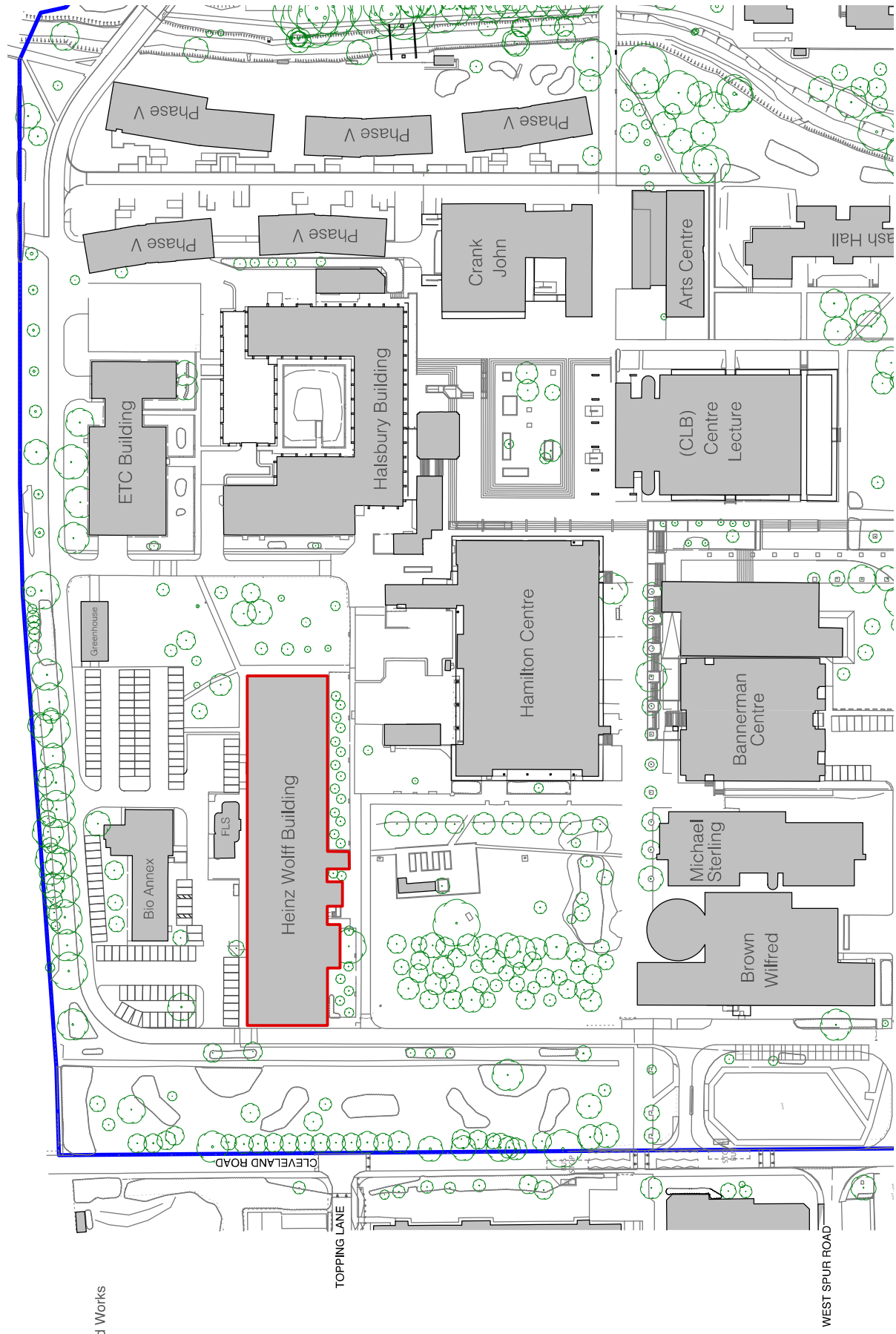
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	Planning Application Ref:	Scale:	
	Planning Committee:	Date:	
	17412/APP/2021/599	1:1,250	
	Central & South	May 2021	<div><div>HILLINGDON</div><div>LONDON</div></div>

Report of the Head of Planning, Transportation and Regeneration

Address HEINZ WOLFF BUILDING, BRUNEL UNIVERSITY KINGSTON LANE
HILLINGDON

Development: Internal re-modelling of the ground floor and east wing and first floor west wing and installation of new plant equipment on various surfaces of the exterior of the building

LBH Ref Nos: 532/APP/2021/330



KEY

Extend of the Proposed Works

Land Owned by BUL

SITE LOCATION PLAN
(1:1250 @ A3)

Scale 1:1250 @ A3



Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Project
Heinz Wolff Building
Environmental Sciences Laboratory

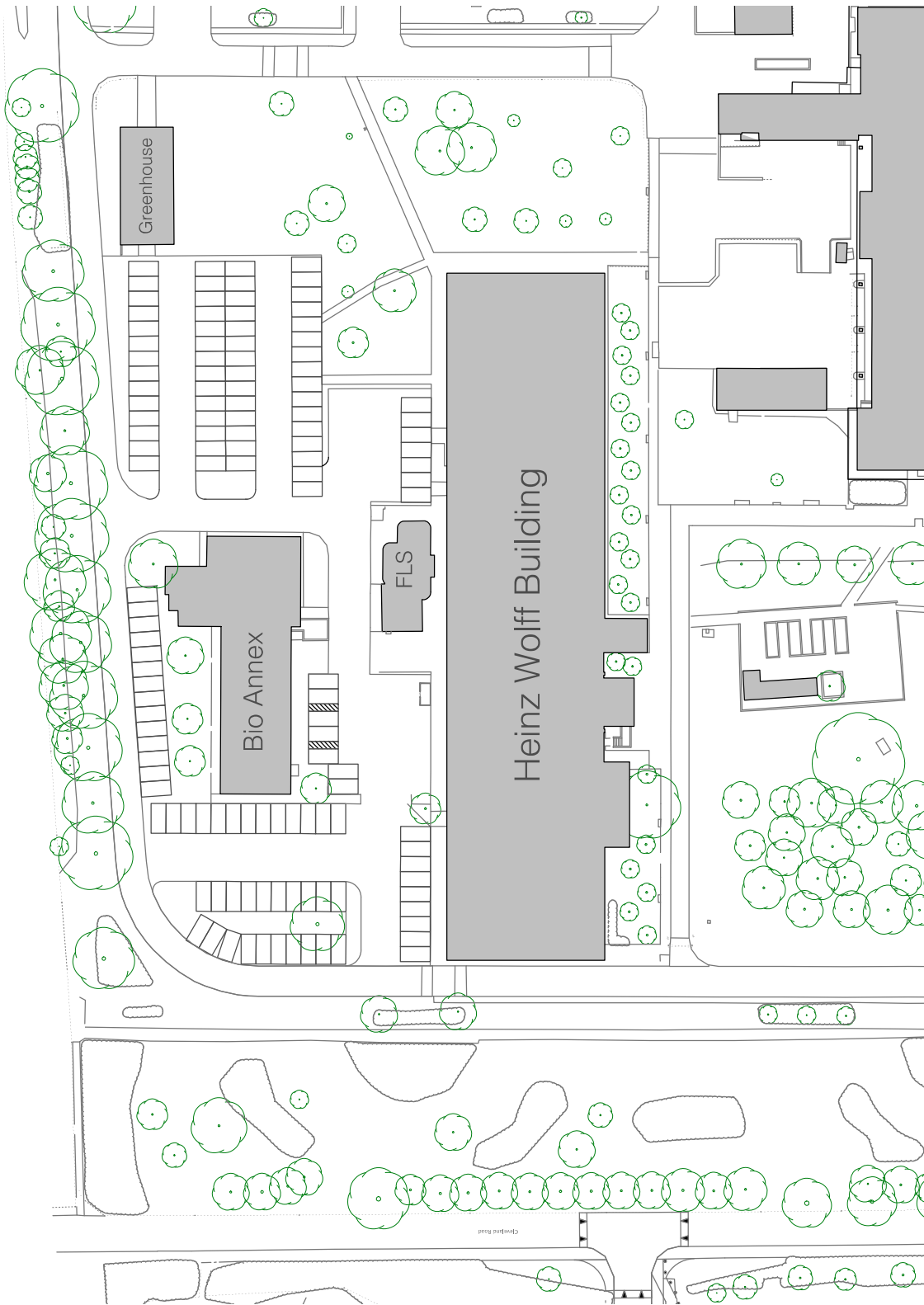
Client
Brunel University London

Drawings Title
Site Location Plan

P1 27/01/21 DG EQ Issued for Planning
 Rev Date By App Note

Project Number	200094-1100	Revision	P1
Drawings Number	200094-Planning-wx	Drawings Date	27/01/21
Scale	1:1250 A3	Discipline	EQ
Author	200094-Planning-wx	Checked	PLANNING

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KEY

Extend of the Proposed Works

Land Owned by BUL

N

BLOCK PLAN
(1:500 @ A2)

Scale 1:500 @ A2



Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Project
Heinz Wolff Building
Environmental Sciences Laboratory
Client
Brunel University London

Drawing title
Block Plan

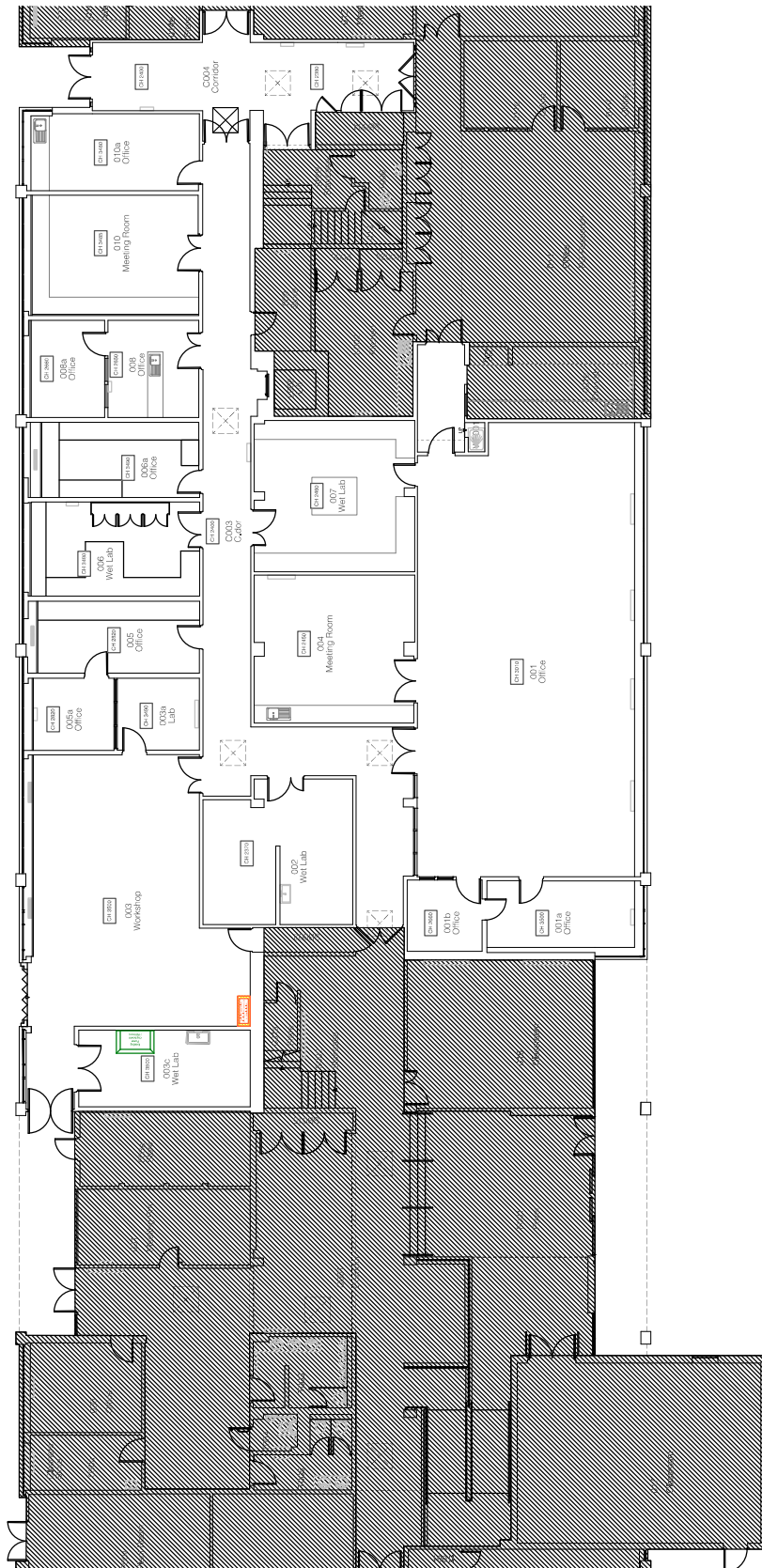
P1 27/01/21 DG EQ Issued for Planning

Revision
Drawing Number
200094-1150
P1

Date
27/01/21
Drawn
EQ
Checked
PLANNING

Scale
1:500
A2
200094-Planning.vwx
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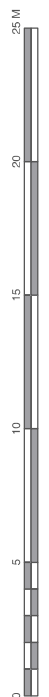
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Extent of the Proposed Works

Out of Scope of Works

N

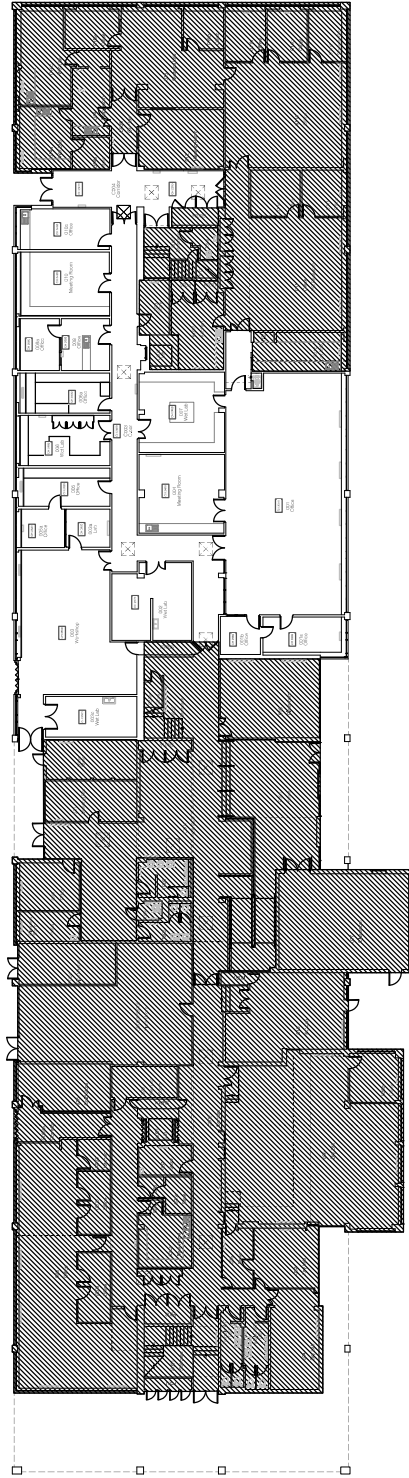
EXISTING GROUND FLOOR PLAN
(1:100 @ A1)



Kendall Kingscott

Client	Heinz Wolf Building	Project Name	Existing Ground Floor Plan
Architect	Environmental Sciences Laboratory	Project Number	200094-1210
Structural Engineer	Brunel University London	Project Date	27/01/21
Scale	1:100	Project Size	A1
Drawn By	200094-Planning.vwx	Drawn Date	27/01/21
Checked By		Checked Date	27/01/21
Approved By		Approved Date	27/01/21
Project Manager		Project Status	PLANNING

PP 27/01/21 DG EG Issued for Planning
PI 03/02/20 DG EG First Draft



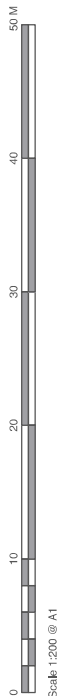
KEY

Extent of the Proposed Works

Out of Scope of Works

N

WORKS LOCATION PLAN – GROUND FLOOR
(1:200 @ A1)



Kendall Kingscott

Chartered Architects
Heinz Wolf Building
Environmental Sciences Laboratory
Brunel University London

Project Name
Heinz Wolf Building
Environmental Sciences Laboratory
Brunel University London

Project Number
200094-1200

Project Name
Heinz Wolf Building
Environmental Sciences Laboratory
Brunel University London

Project Number
200094-1200

Project Name
Heinz Wolf Building
Environmental Sciences Laboratory
Brunel University London

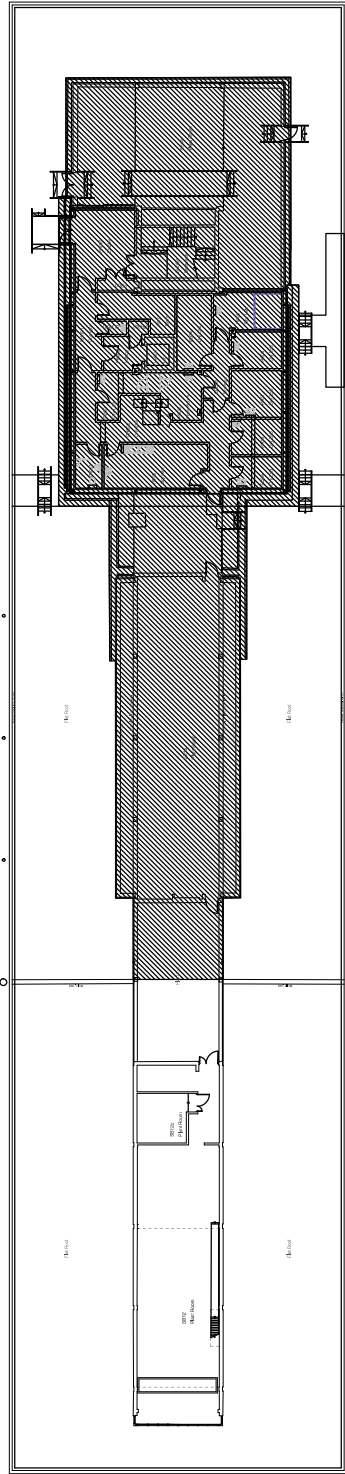
Project Number
200094-1200

Project Name
Heinz Wolf Building
Environmental Sciences Laboratory
Brunel University London

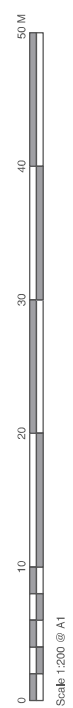
KEY

Extent of the Proposed Works

Out of Scope of Works



N
EXISTING ROOF PLAN
(1:200 @ A1)



Kendall Kingscott
Chartered Architects
Chartered Building Surveyors
Planning Designers

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WY11 8EH
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Project
Heinz Wolf Building
Environmental Sciences Laboratory
Brunel University London

Client
Brunel University London

Project Number
200094-Planning.vwx

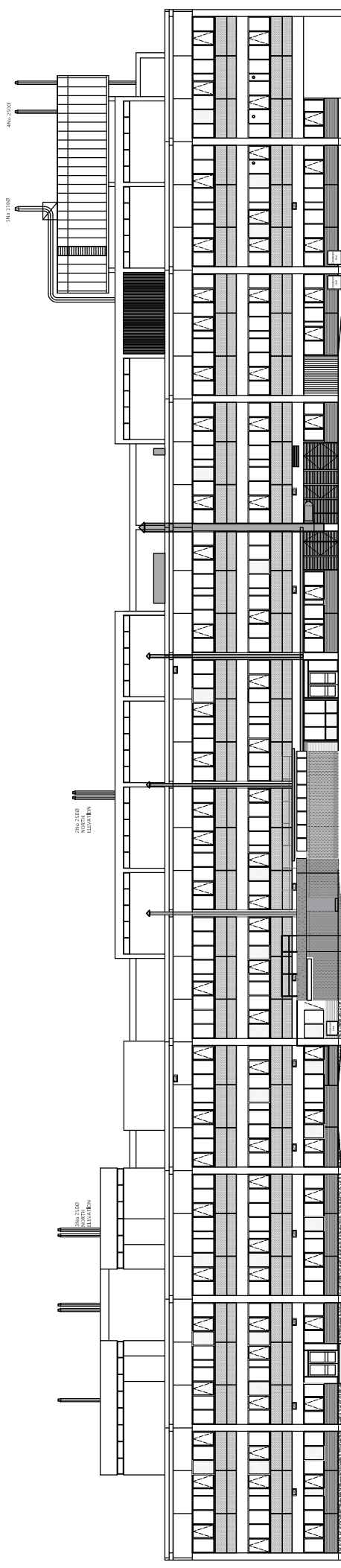
Drawn
27/01/21

Checked
27/01/21

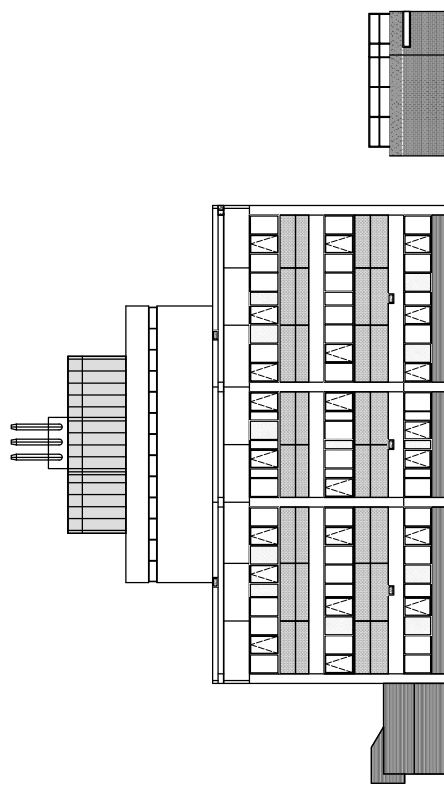
Discipline
Planning

Revision
P2

PP 27/01/21 DG EO Issued for Planning
PI 03/03/20 DG EO First Draft
PP 27/01/21 DG EO Issued for Planning

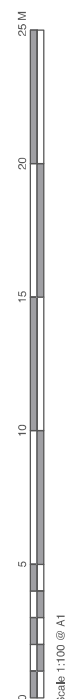


EXISTING NORTH ELEVATION
(1:100 @ A0)



EXISTING EAST ELEVATION
(1:100 @ A0)





23	27/01/21	DG	EQ	Issued for Planning
22	16/12/20	DG	EQ	Wall types updated. Door sets updated.
21	03/12/20	DG	EQ	First Draft
Rev	Date	By	Ap	Note

 Kendall Kingscott

Chartered Architects
Chartered Building Surveyors
Chartered Designers
CDM Services

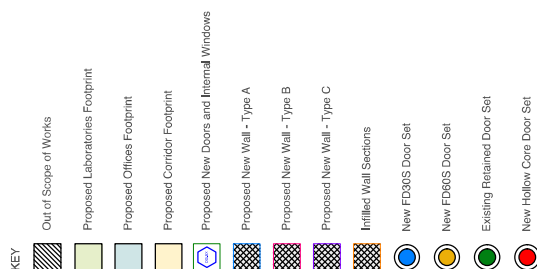
Suite 3, Sandford House
Clarendon Road, Teddington
TW11 8DH

44 (0) 425 472 833
www.kendallkent.co.uk

<div> <div> Drawing Title Proposed Ground Floor Plan </div> <div> Project Number 2000094-1400 </div> </div>	<div> Drawing Number 2000094-1400 </div>
<div> Date 07/27/2012 </div> <div> Drawn DG </div> <div> Checked EQ </div> <div> Status PLANNING </div>	<div> See all dimensions and location info. </div>

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Kendall Kingscott
 Project
 Heinz Wenz
 Environment
 Client
 Brunel University
 Scale
 Phase 1
 A1
 1:100
 © Copyright

Drawing Title	Proposed First Floor Plan			
Project Number	Drawing Number			
2000094-1401	2000094-1401			
Drawn	Checked	Status		
27/07/21	DG	EQ	PLANNING	

8
3
15





TYPICAL HEAT REJECTION UNIT
1750 x 740 x 1900mmH
350kg (SHIPPING WEIGHT)

INSTALL AHU & HEAT
REJECTION ON LOW
LEVEL ROOF

EXISTING FAN

REVIEW:
-ACCESS (LADDER?)
-BALUSTRADE
-STRUCTURE



TYPICAL AHU
3000 x 650 x 1800mmH
650kg (SHIPPING WEIGHT)
+ DUCTS, SUPPORTS ETC

SERVICES CROSSING:
-SUPPLY DUCT
-EXTRACT DUCT
-CONDENSER TRAY



EXTERNAL EQUIPEMENT LOCATION PROPOSAL

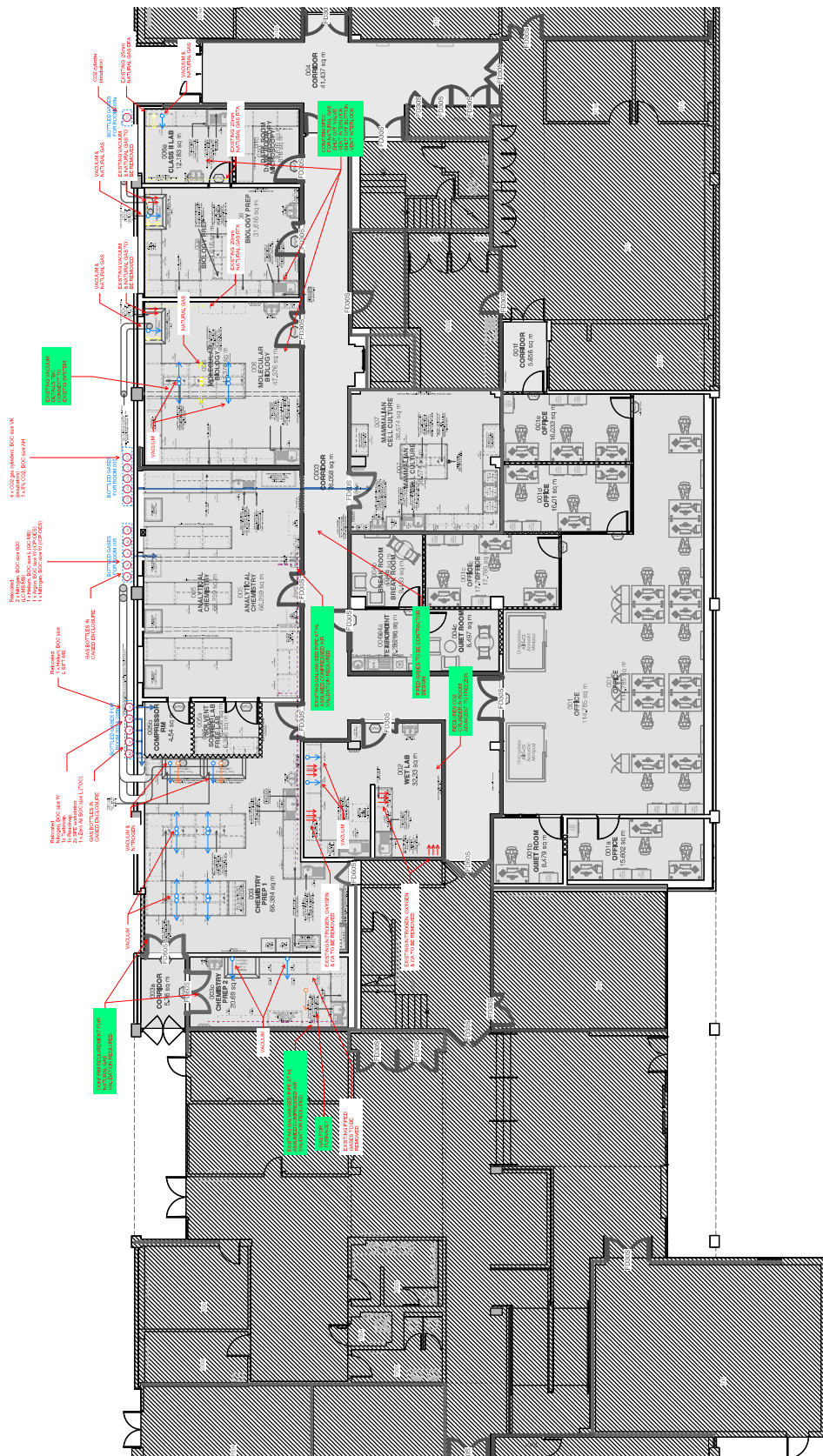
BH Comments

MARKED UP PRINT FOR INFORMATION

BURO HAPPOLD

P Bateman
Dec 2020

PIPED GASES LAYOUT



BH Stage 3 v1

MARKED UP PRINT FOR INFORMATION

BURO HAPPOLD

P Bateman
Jan 2021

Kendall Kingscott

Creating Tides Proposed Ground Floor Plan

Project Number	Drawing Number	Revision
2000094-1400	P1	

Date	Drawn	Checked	Status
17/12/20	DG	EQ	PRELIMINARY

Check all dimensions and levels on site

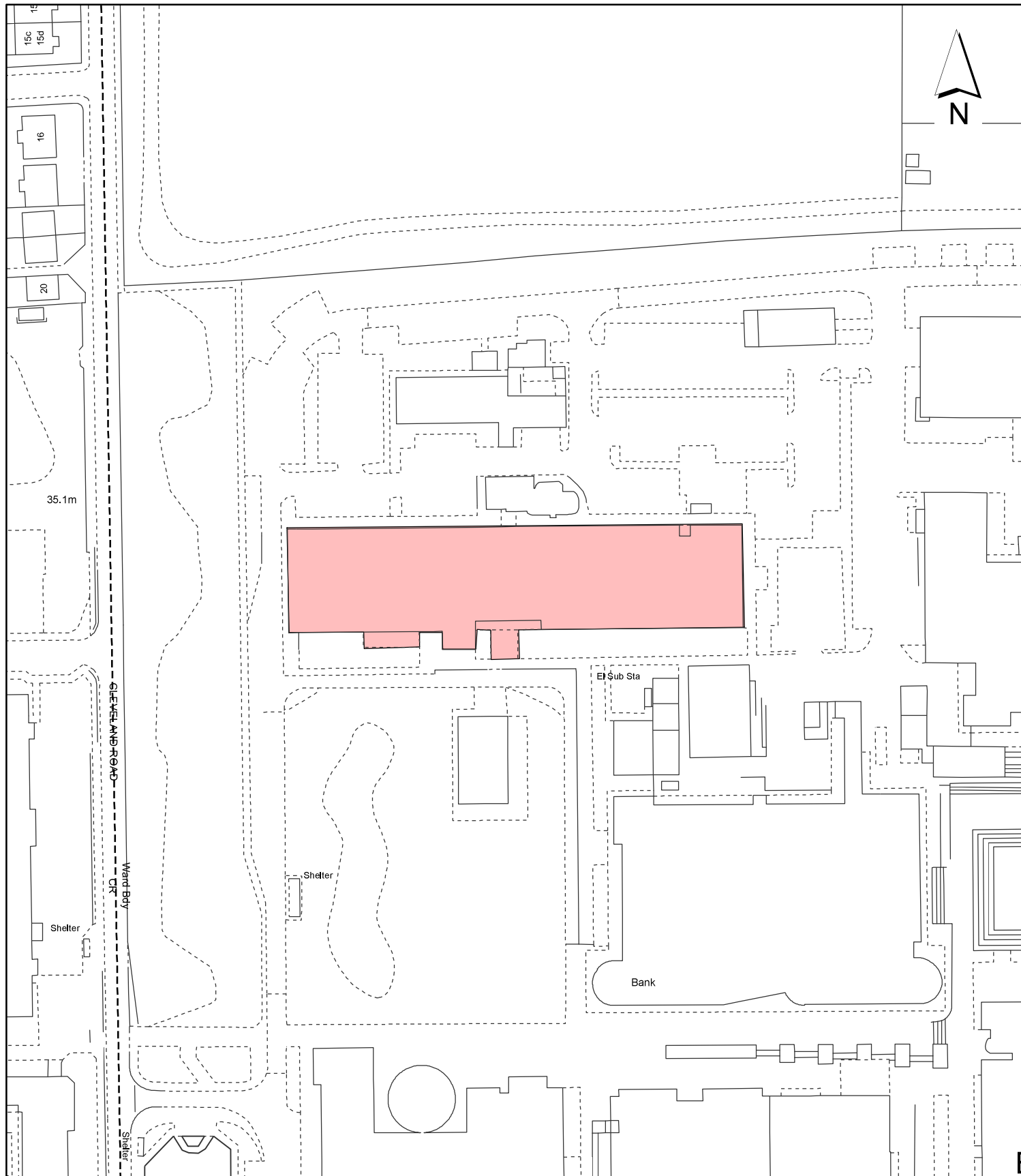
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PROPOSED GROUND FLOOR PLAN
(1:100 @ A1)



Scale 1:100 @ A1



Notes:

 Site boundary

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Site Address:

**Heinz Wolff Building
Brunel University**

Planning Application Ref:

532/APP/2021/330

Scale:

1:1,250

Planning Committee:

Central & South

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



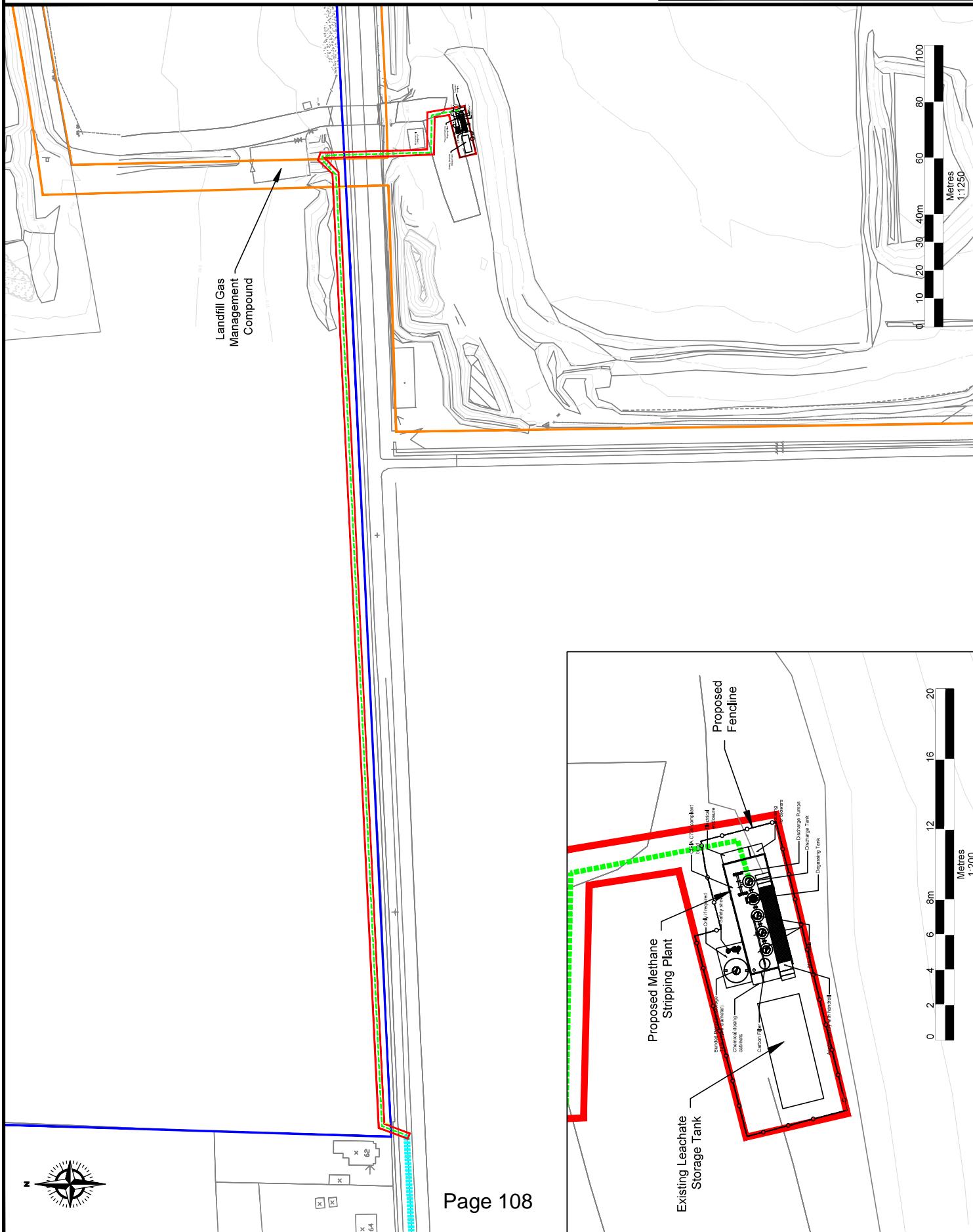
HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

Address HARMONDSWORTH LANDFILL SITE HARMONDSWORTH LANE
HARMONDSWORTH

Development: The installation of a leachate pre-treatment plant and piped connection to
sewer at Harmondsworth closed landfill site

LBH Ref Nos: 43155/APP/2020/4267





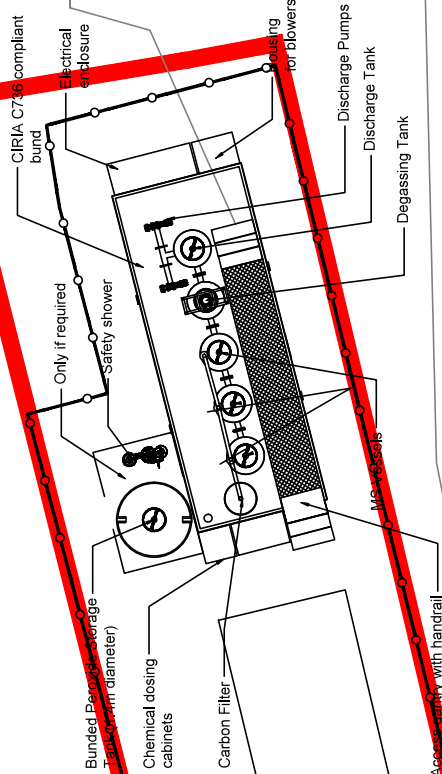
Waste Wash

ELEVATION C - C

ELEVATION B - B


ELEVATION A - A

ELEVATION D - D



27.0

Notes
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Application Boundary

 Suez Darnley Resource Recovery Park, Lower Errol Road, Darnley, Glasgow G11 9PB Tel: 01254 610100, Fax: 01254 610101, Email: darnley@suez.com	Hammondsworth Landfill Site		Scale	1:100 @ A3	Drawn by	RB	Rev	subject	date
	Site Layout & Elevation Location Plan		Date	October 2020	Drawn by	JW			

Notes

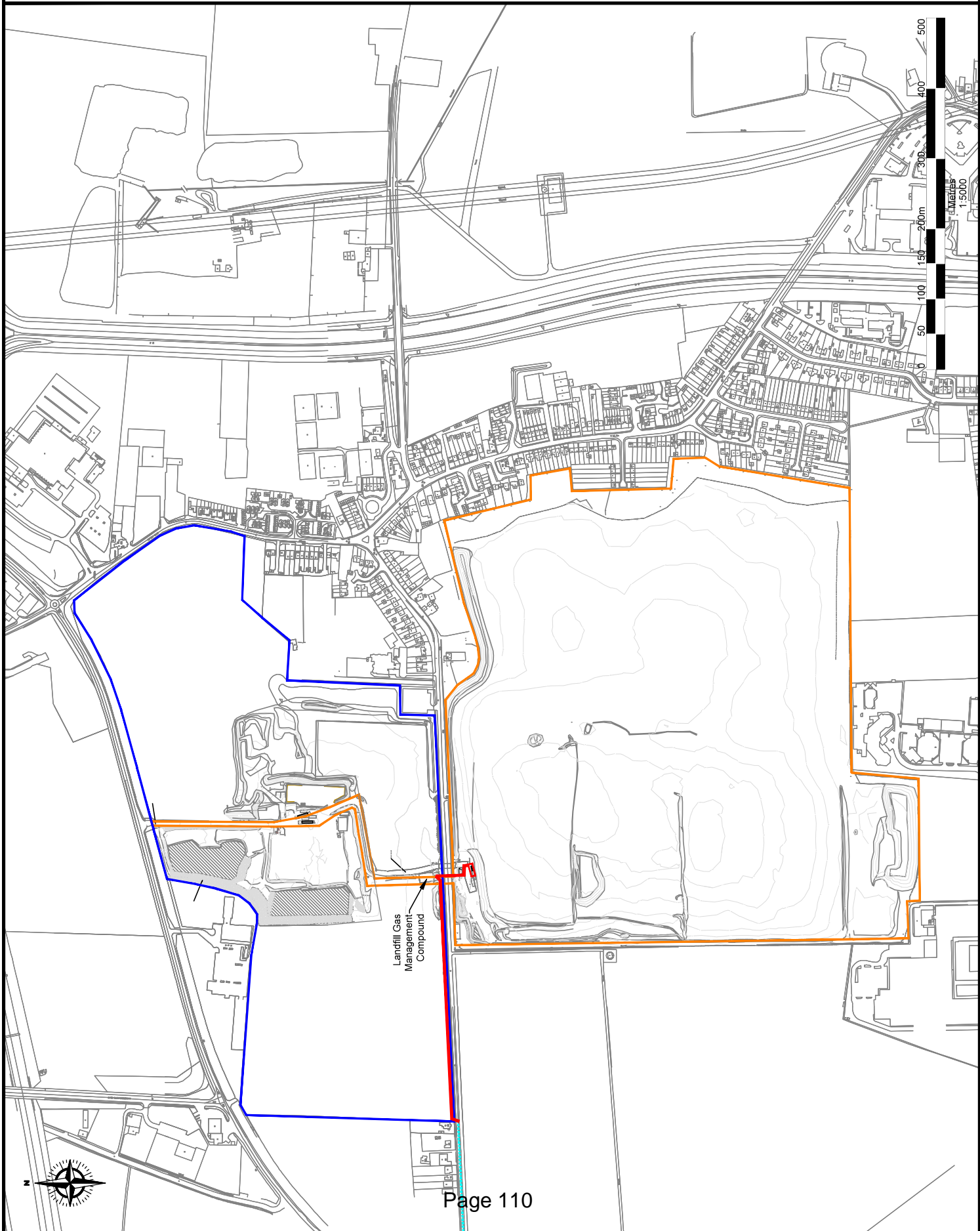
1. Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright. Licence Number 100004910.
- Hammondsworth Landfill Site & Quarry
 - Land within SUEZ Ownership
 - Holloway Lane Quarry & Landfill Site
 - MSP / Pipeline Application Boundary
 - Existing Thames Foul Sewer Network

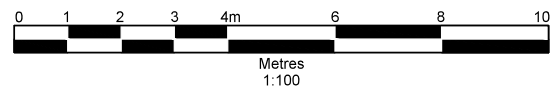
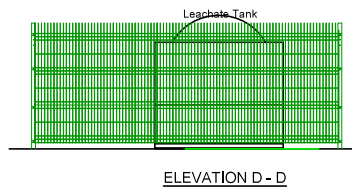
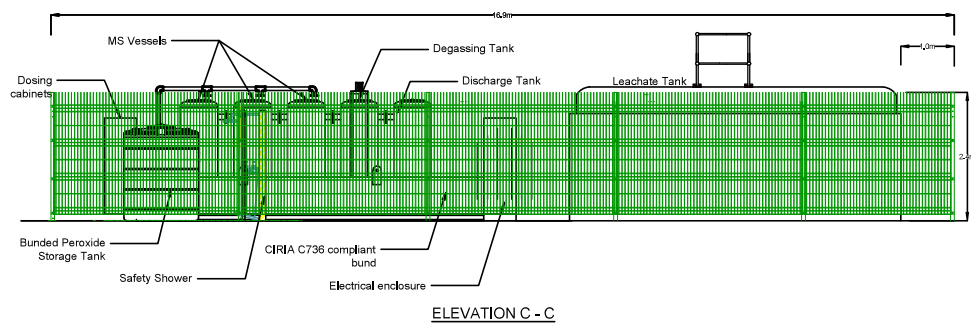
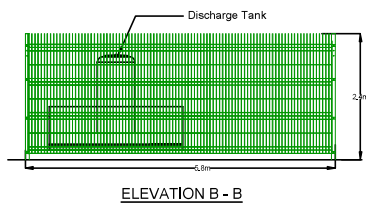
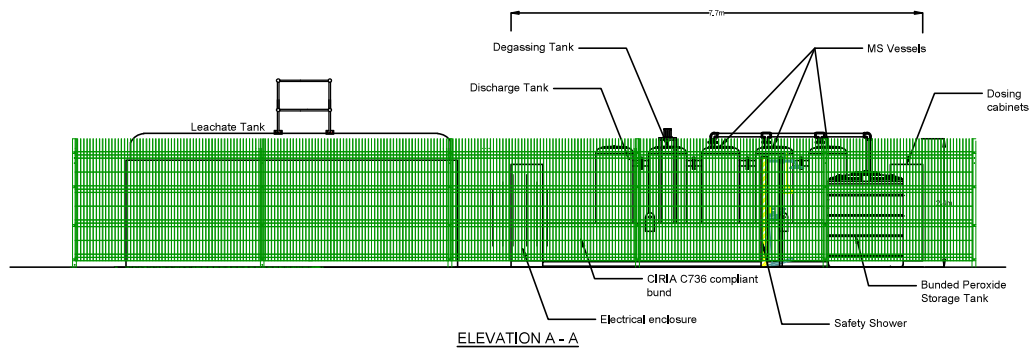
Rev: Subject: Date:

Approved Line Amendment Date: 2020



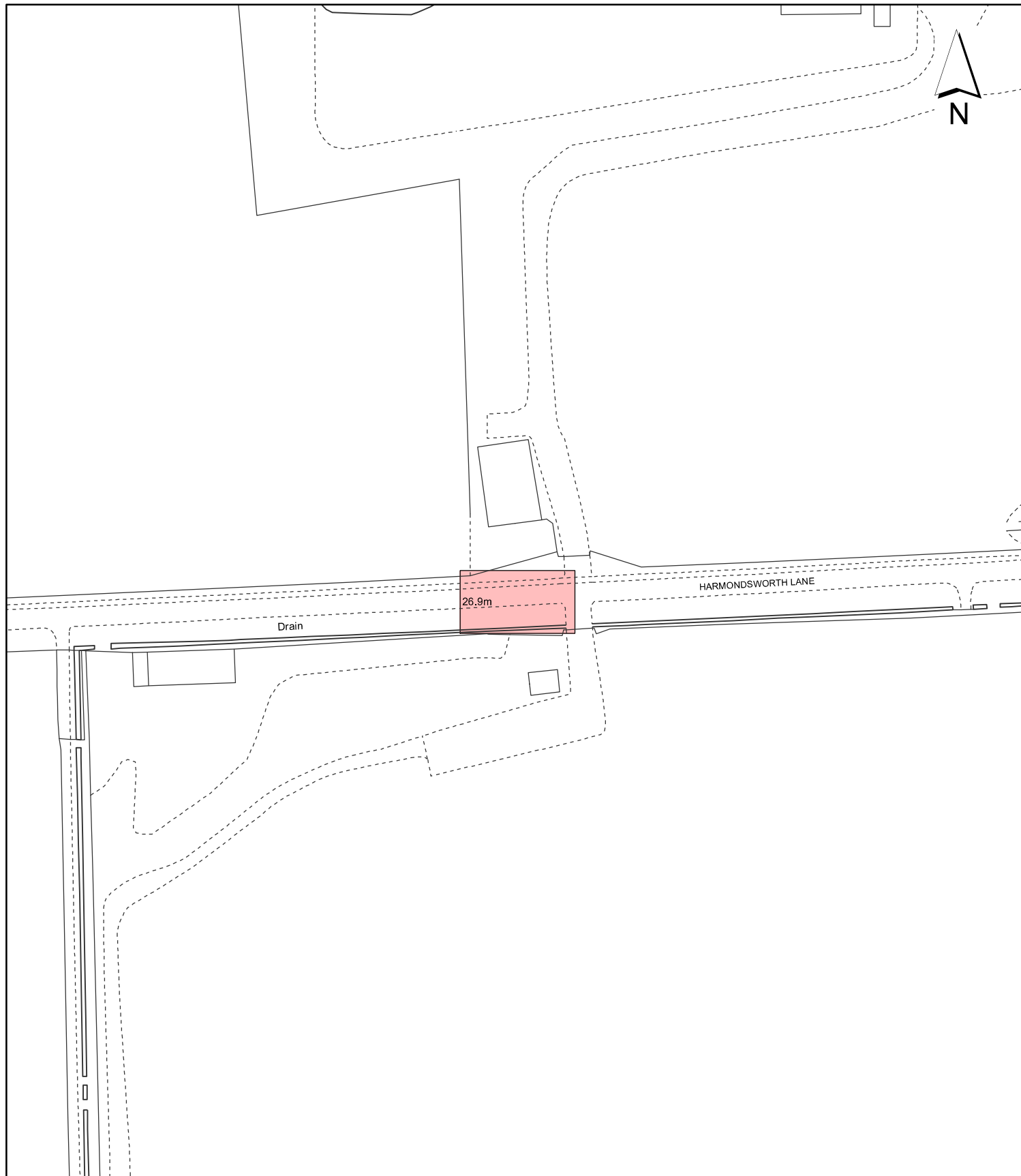
Site	Hammondsworth Landfill Site		
1:10	Proposed MSP/Sewer Connection Location Plan		
Scale	1:5000 @ A3		
Date	March 2020		
Drawing Ref	Hsp-SC-032b-01a		
Drawn by	ST		
Checked by	AW		





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Site Address:

**Harmondsworth Landfill Site
Harmondsworth Lane**

Planning Application Ref:

43155/APP/2020/4267

Scale:

1:1,250

Planning Committee:

Central & South

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



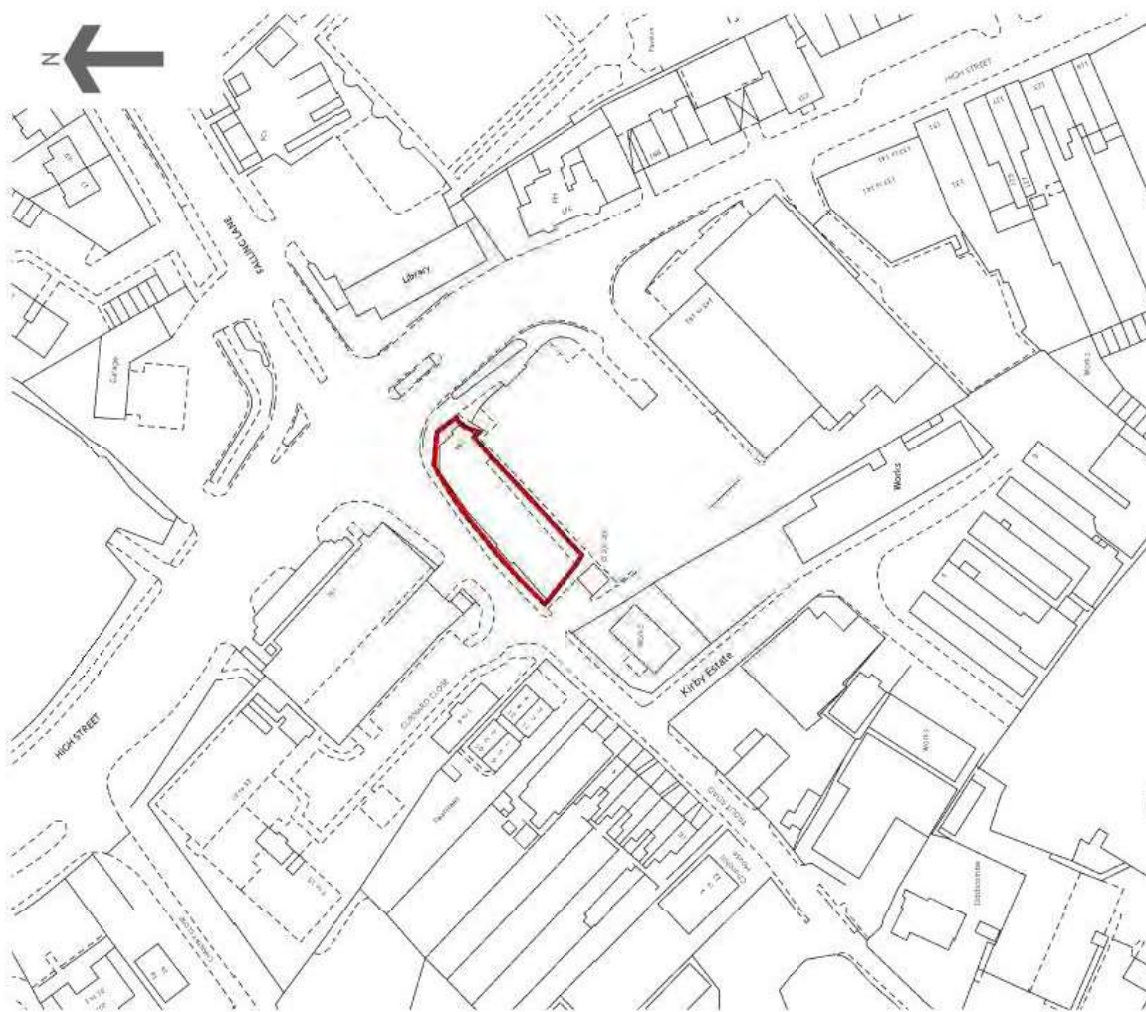
HILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

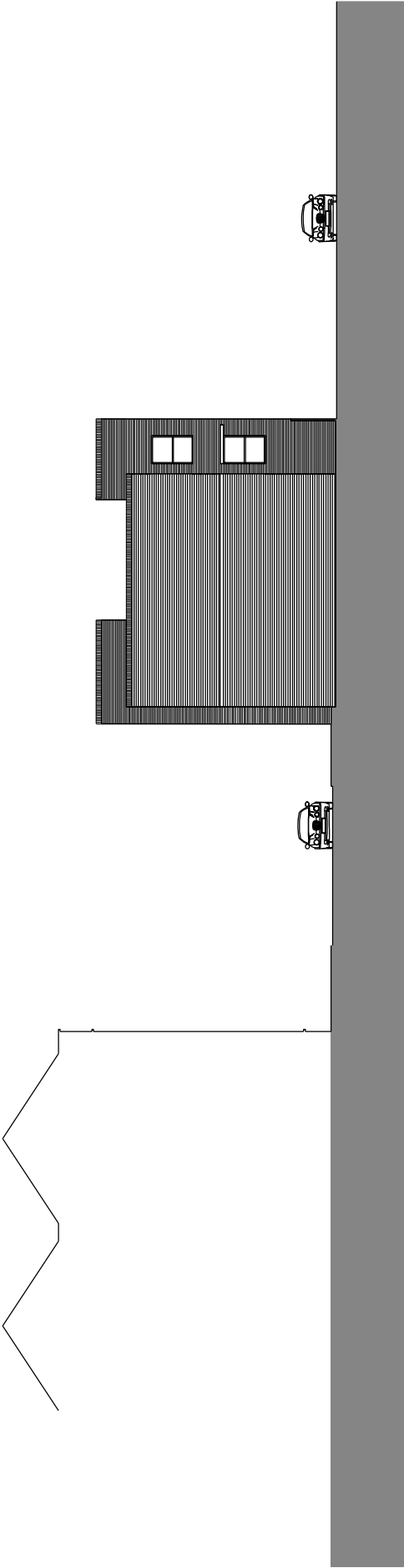
Address 163 HIGH STREET YIEWSLEY


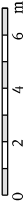
Development: Addition of a storey to provide 5 flats with rooftop amenity space and associated works

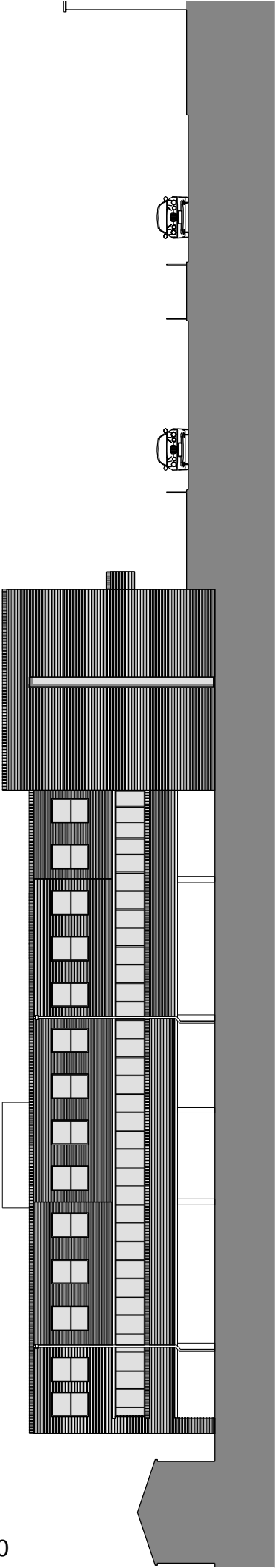
LBH Ref Nos: 15348/APP/2021/615






01 Existing North East Elevation

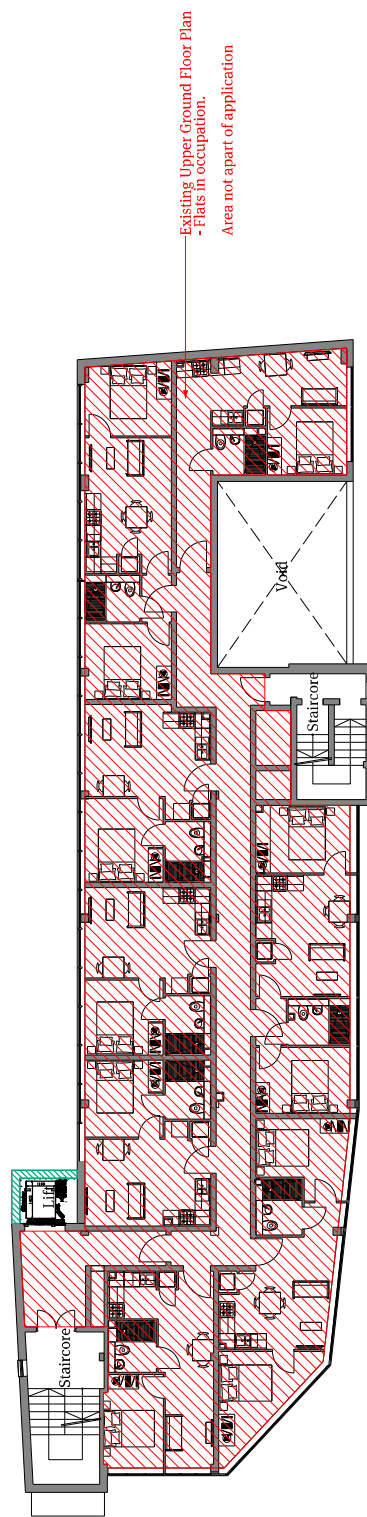


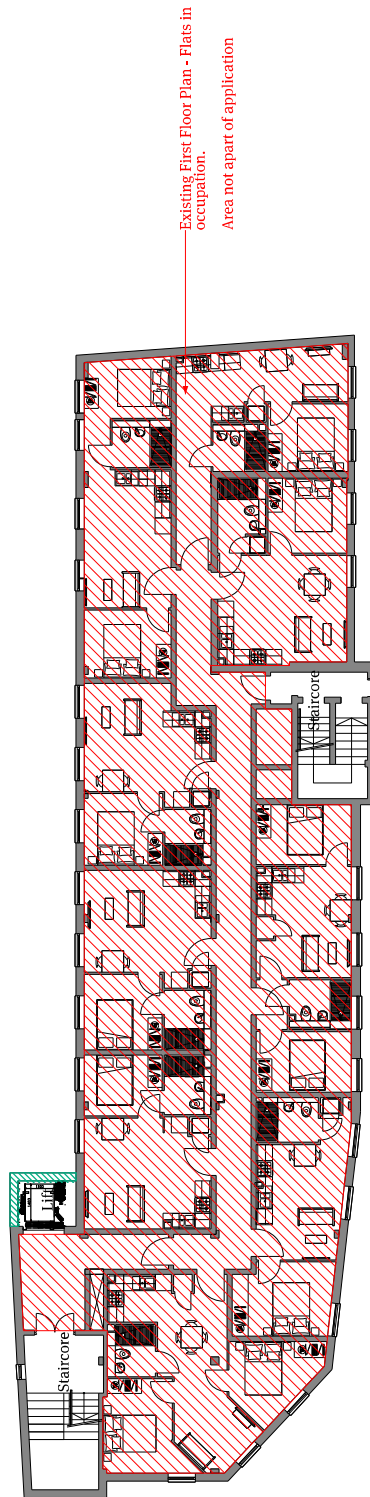
 Papa Architects Ltd, 225 Archway Road, Highgate, London N6 7QJ Phone: +44 (0)20 8348 8411 Fax: +44 (0)20 8348 7411 www.papaarchitects.co.uk	Client	Address 163 High Street West Drayton London UB7 7QH	Drawing title Existing North East Elevation	Project No 2019 Drawing No 98-213	Scale 1:200 @ A3 Current Rev P02	Rev	Date	Reason For Issue	Chk	 Notes All dimensions must be checked and Papa Architects are to be informed of any discrepancies prior to construction. Any DWG's issued by PAPA architects are to be read in conjunction with the associated PDF versions. Any drawings and any of the details shown remain the copyright of Papa Architects Ltd. All drawings are the property of Papa Architects Ltd. No part of this drawing may be reproduced or used in any other form without the prior written consent of Papa Architects Ltd.
						P01	04.08.20		DY	
						P02	12.02.21		DY	


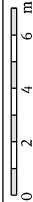


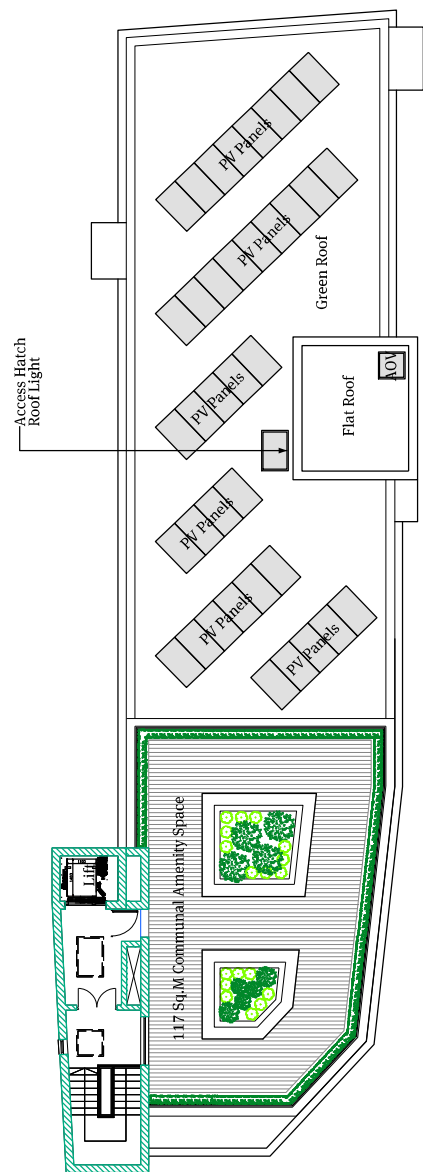
01 Existing North West Elevation

 Papa Architects Ltd. 225 Aitchway Road, Highgate, London N5 2LJ Phone: +44(0)20 8348 8411 Fax: +44(0)20 8348 7411 www.papaarchitects.co.uk	Client	Address 163 High Street London West Drayton UB7 7QH	Drawing title Existing North West Elevation	Project No 2019 Drawing No 98-212	Scale 1:200 @ A3 Current Rev P02	Rev	Date	Reason For Issue	Chk			Notes All dimensions must be checked and Papa Architects are to be informed of any discrepancies prior to construction. Any DWG's issued by PAPA Architects are to be read in conjunction with the associated PDF versions. All drawings and any of the details shown remain the copyright of Papa Architects Ltd. All drawings are for information only and are not to be used for construction without the written consent of Papa Architects Ltd. or other Persons or Companies other than Papa Architects Ltd unless written consent has been given by Papa Architects Ltd.
						P01	04.08.20		DY			
						P02	04.08.20		DY			








 Papa Architects Ltd, 225 Archway Road, Highgate, London N6 7QJ Phone: +44(0)20 8348 8011 Fax: +44 (0)20 8348 7411 www.papaarchitects.co.uk	Client	Address 163 High Street West Drayton London UB7 7QH	Drawing title Proposed First Floor Plan	Project No 2019 Drawing No 00-202	Scale 1:200 @ A3 Current Rev P02	Rev	Date	Reason For Issue	Chk		<p>Notes</p> <p>All dimensions must be checked and Papa Architects are to be informed of any discrepancies prior to construction. Any DWG's issued by PAPA Architects are to be read in conjunction with the associated PDF versions. All drawings and any of the details shown remain the copyright of Papa Architects Ltd. All drawings are the property of Papa Architects Ltd and are not to be reproduced or used in any way without the written consent of Papa Architects Ltd. All drawings are the property of Papa Architects Ltd and are not to be reproduced or used in any way without the written consent of Papa Architects Ltd.</p>
						P01	04.08.20		DY		
						P02	12.02.21		DY		



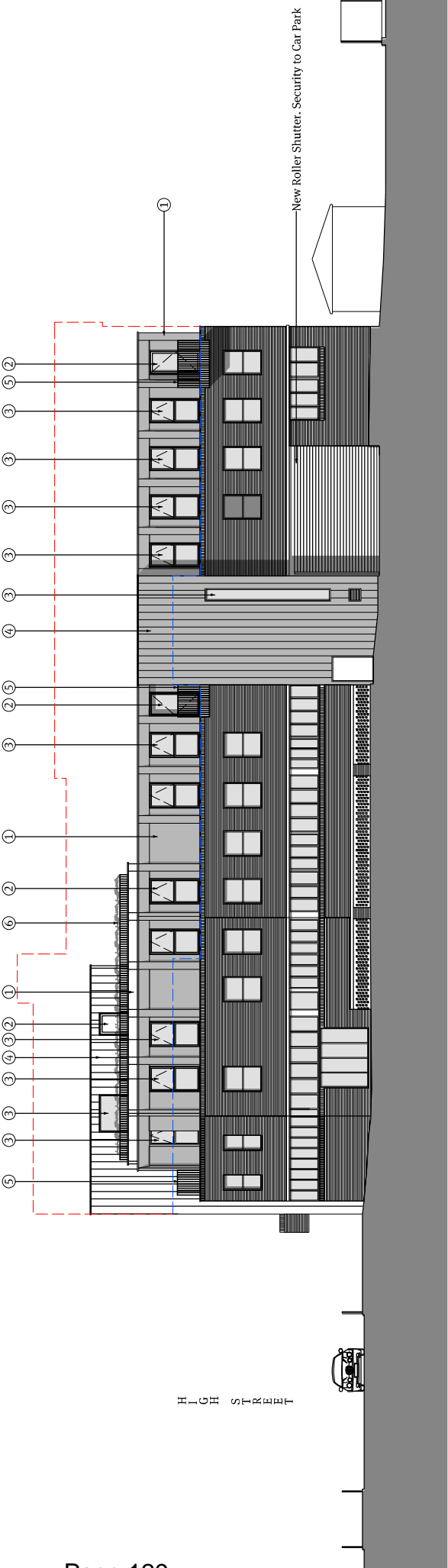
01 Proposed Third Floor Plan

 Papa Architects Ltd, 222 Activo Road, Highgate, London N6 5AX Phone: +44(0)20 8348 8411 Fax: +44(0)20 8348 7411 www.papaarchitects.co.uk	Client	Address 163 High Street Yiewsley West Drayton London UB7 7QH	Drawing title Proposed Third Floor Plan	Project No 2019 Drawing No 00-204	Scale 1:200 @ A3 Current Rev P02	Rev		Reason For Issue	Chk		Notes All dimensions must be checked and Papa Architects are to be informed of any discrepancies prior to construction. Any DWG's issued by PAPA architects are to be read in conjunction with the associated PDF versions this drawing and any of the details herein remain the copyright of Papa Architects Ltd. All drawings prepared by Papa Architects are not to be used for any submissions, area schedule calculations or used by any other person without the prior written consent of Papa Architects Ltd unless written consent has been given by Papa Architects Ltd.			
						P01						04.08.20	Submission	DY
						P02						12.02.21	Submission	DY
														

Legend	
---	Building Height Proposed Through Appeal Refused Application 15348/APF/2015/934
---	Existing Building Height

- ① Aluminium Cladding
- ② Aluminium Framed Windows & Doors
- ③ Aluminium Framed Windows
- ④ Aluminium Cladding to match mansard to clad existing staircase
- ⑤ Steel Balustrading
- ⑥ Soft Landscaping

H I G H S T R E E T



01 Proposed South East Elevation

Client

Address

163 High Street
West Drayton
London
UB7 7QH

Drawing title

Proposed South East Elevation

Project No

2019

Date

July 20

Drawing No.

00-210

Scale

1:200 @ A3

Current Rev

P02

Rev	Date	Reason For Issue	CHK
P01	04.08.20	Submission	DY
P02	12.02.21	Submission	DY



Notes

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Legend	
---	Building Height Proposed Through Appeal Refused Application 15348/APF/2015/934
---	Existing Building Height

- ①

Aluminium Cladding
- ②

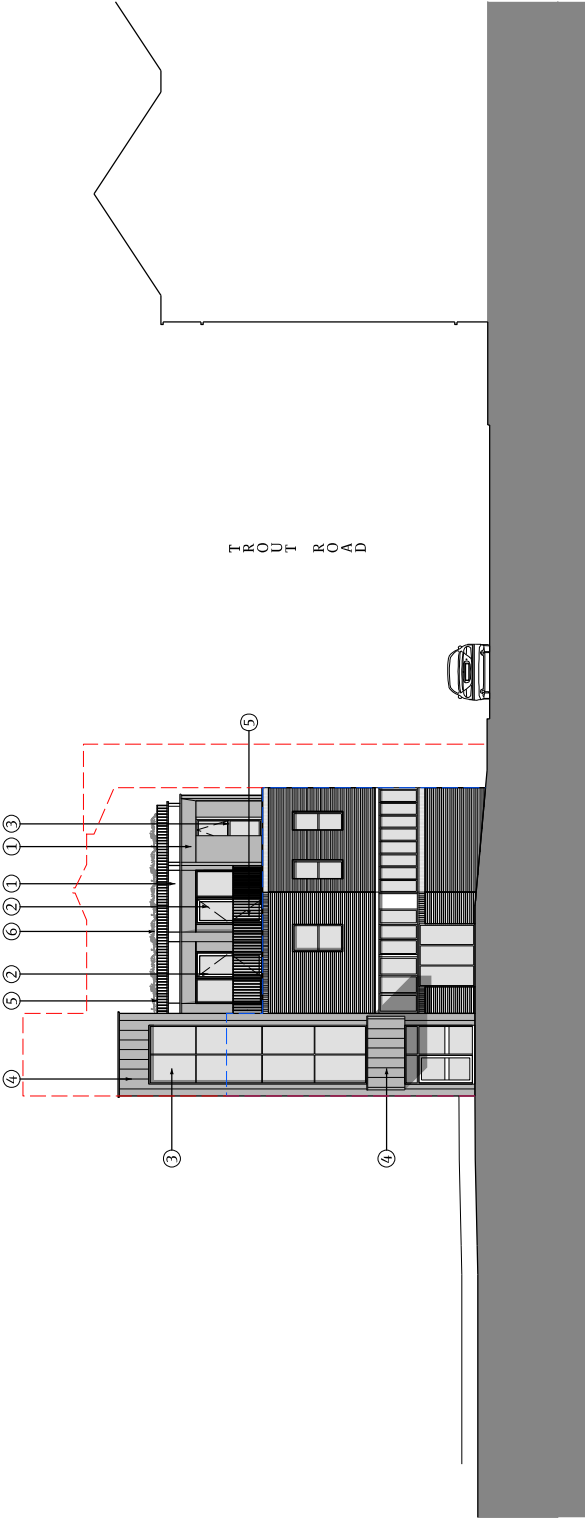
Aluminium Framed Windows & Doors
- ③

Aluminium Framed Windows
- ④

Aluminium Cladding to match mansard to clad existing staircase
- ⑤

Steel Balustrading
- ⑥

Soft Landscaping





Papa Architects Ltd.

225 Archway Road, Highgate,

London N6 7QJ

Phone: +44(0)20 8348 8411

Fax: +44(0)20 8348 7411

www.papaarchitects.co.uk

Client

Address
163 High Street
London
West Drayton
UB7 7QH

Drawing title
Proposed South West Elevation

Project No
2019

Date
July 20

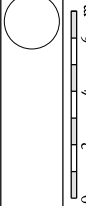
Scale
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Rev
P01 04.08.20
P02 12.02.21

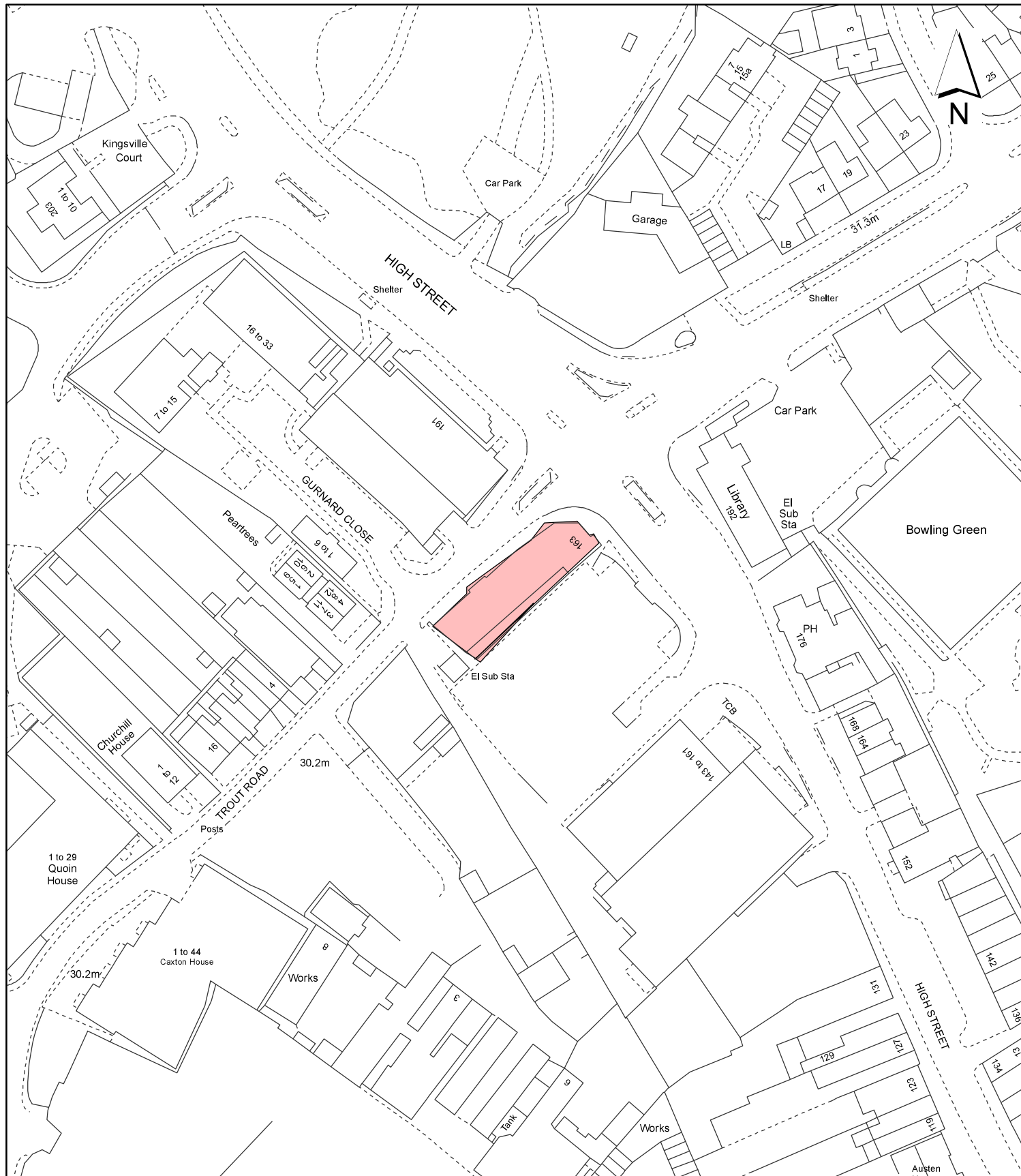
Date
Submission

Reason For Issue

CHK
DY



Notes
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Site Address:

163 High Street

Planning Application Ref:

15348/APP/2021/615

Planning Committee:

Central & South

Scale:

1:1,250

Date:

May 2021

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



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