



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Jazz Dhillon
Councillor Janet Duncan
Councillor Henry Higgins
Councillor John Morgan
Councillor John Oswell
Councillor Brian Stead
Councillor David Yarrow

Date: TUESDAY, 13 MARCH 2018

Time: 6.00 PM

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

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

Published: Tuesday, 6 March 2018

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
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www.hillingdon.gov.uk

Useful information for residents and visitors

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Watch a **LIVE** broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

Those attending should be aware that the Council will film and record proceedings for both official record and resident digital engagement in democracy.



It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

PART I - Members, Public and 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.

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	COMAG - 24843/APP/2018/269	Yiewsley	Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work. Recommendation: Approval + Sec 106	1 - 48 117 - 135

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Malt House, 281 Field End Road - 23156/APP/2017/4464	Cavendish	Demolition of existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works. Recommendation: Approval	49 - 86 136 - 154

8	Unit E, Prologis Park - 73366/APP/2017/4345	Pinkwell	Installation of effluent treatment plant within existing service yard with resultant realignment of service yard fence and reduction in site landscaping. Recommendation: Approval	87 - 98 155 - 164
9	Club House, Field End Recreation - 73434/APP/2017/4640	South Ruislip	Demolition and replacement of existing club house. Resurfacing of existing access road and provision 23 new hard surfaced car parking spaces (including 2 disabled bays). Recommendation: Approval	99 - 116 165 - 174

PART I - Plans for Major Applications Planning Committee 117 - 174

Urgency Notice

The reports on this supplementary agenda have been circulated less than 5 working days before the Committee considers them and will only be considered if agreed urgent by the Chairman.

The reasons for urgency for these reports is to ensure significant planning applications are dealt within the required timescales for determination and enable previously agreed speaking rights for lead petitioners and others on them.

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Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address COMAG TAVISTOCK ROAD YIEWSLEY

Development: Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

LBH Ref Nos: 24843/APP/2018/269

Drawing Nos: Daylight and Sunlight (Neighbouring Properties) dated January 2018
Daylight and Sunlight (Within Development) dated January 2018
Townscape and Visual Impact Assessment (dated January 2018)
Air Quality Report Ref: CO2-12* dated January 2018
Energy Report Ref: CO2-08* dated January 2018
Comag Site -DAS - January 2018 - Part 2.
Comag Site -DAS - January 2018 - Part 3
Comag Site -DAS - January 2018 - Part 4
Comag Site -DAS - January 2018 - Part 5
5935-A-70-SCH
Application Covering Letter dated January 2018
T(10)P00 Rev 1E
T(10)S01 Rev 1E
T(20)E01 Rev 1E
T(20)E02 Rev 1E
T(20)P00 Rev 1E
T(20)P01 Rev 1E
T(20)P-1 Rev 1E
T(20)P02 Rev 1E
T(20)P03 Rev 1E
T(20)P04 Rev 1E
T(20)P05 Rev 1E
T(20)P06 Rev 1E
T(20)P07 Rev 1E
T(20)S01 Rev 1E
T(20)S02 Rev 1E
T(90)P100 Rev 1E
Comag Site -DAS - January 2018 - Part 1
Outline Drainage Strategy Ref: CO2-13* dated January 2018
Sustainability Statement Ref: CO2-09* dated January 2018
Transport Assessment Ref: CO2-07* dated January 2018
Tree Constraints Report Ref: CO2-17 dated January 2018
Affordable Housing doc dated January 2018
Archaeology Application Report Ref: CO2-15* dated January 2018
Preliminary Risk Assessment - Land Quality Ref: CO2-14* dated January 2018
Preliminary Ecological Appraisal Ref: CO2-10 dated January 2018
Planning Statement dated January 2018

Date Plans Received: 23/01/2018

Date(s) of Amendment(s):

**Major Applications Planning Committee - 13th March 2018
PART 1 - MEMBERS, PUBLIC & PRESS**

Date Application Valid: 23/01/2018

1. SUMMARY

This application is a revised submission of the scheme refused under Ref: 24843/APP/2017/2974 (19-12-2017). This proposal seeks permission for a redesigned scheme of a smaller scale to address the comments and concerns raised by members of the planning committee on 5 December 2017.

This application is for the demolition of an existing warehouse building (Use Class B8) of 2,323 sqm and erection of a part 3, part 4, part and part 7 storey buildings to provide 104 self-contained (20 x 1 bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Use (Use Class D1), including excavation of a basement to provide car parking, associated landscaping, drainage and other ancillary work.

The existing warehouse (Use Class B8) which is surrounded by a residential development does not represent a compatible use nor does the existing unit represent an efficient use of the site. The proposed development represents a high quality redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility, provides activity on street frontages and makes efficient use of the site to provide new housing including 35% of habitable rooms as affordable housing.

The proposal includes public realm improvement through repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. A landscaped area is provided for residents of the development which would focus on connecting the development to the wider area to create a vibrant space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

The proposal provides a policy compliant level of car parking (1:1 ratio). Traffic modelling undertaken indicates an acceptable impact on the surrounding highway network.

The proposal is considered to overcome the reason for refusal under Ref: 24843/APP/2017/2974 (19-12-2017) and is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (March

2016) and the Council's Local Plan Part One and Two (November 2012). For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

Non-monetary contributions:

i) Affordable Housing: 36 units (30% London Affordable Rent; 30% Shared Ownership; and 40% London Living Rent. (as agreed with the Local Planning Authority (LPA)) and 4 units shall be wheelchair adaptable.

ii) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iii) Car parking allocation and management scheme;

iv) Refuse and delivery management scheme;

v) A Construction Logistics Plan

vi) A Delivery & Service Plan (including details of access and parking for emergency services).

vii) Public Realm Improvement Works (repaving of footways adjacent to development)

viii) Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (with the exception of Blue Badge holders).

ix) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in-kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi) Construction Training: either a financial contribution or an in-kind training scheme.

xii) Canal improvements contribution £6,760

xiii) Carbon off setting contribution £139,200.

xiv) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

B)That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D)If the Legal Agreements have not been finalised by 30 March 2018 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

E)That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F)That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision.

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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

5935-A-70-SCH
T(10)P00 Rev 1E
T(10)S01 Rev 1E
T(20)E01 Rev 1E
T(20)E02 Rev 1E
T(20)P00 Rev 1E
T(20)P01 Rev 1E
T(20)P-1 Rev 1E
T(20)P02 Rev 1E
T(20)P03 Rev 1E
T(20)P04 Rev 1E
T(20)P05 Rev 1E
T(20)P06 Rev 1E
T(20)P07 Rev 1E
T(20)S01 Rev 1E
T(20)S02 Rev 1E
T(90)P100 Rev 1E

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Daylight and Sunlight (Neighbouring Properties) dated January 2018
Daylight and Sunlight (Within Development) dated January 2018
Townscape and Visual Impact Assessment dated January 2018
Air Quality Report Ref: CO2-12* dated January 2018
Energy Report Ref: CO2-08* dated January 2018
Comag Site -DAS - January 2018 - Part 2.
Comag Site -DAS - January 2018 - Part 3
Comag Site -DAS - January 2018 - Part 4
Comag Site -DAS - January 2018 - Part 5
Application Covering Letter dated January 2018
Comag Site -DAS - January 2018 - Part 1
Outline Drainage Strategy Ref: CO2-13* dated January 2018
Sustainability Statement Ref: CO2-09* dated January 2018
Transport Assessment Ref: CO2-07* dated January 2018
Tree Constraints Report Ref: CO2-17 dated January 2018
Affordable Housing doc dated January 2018
Archaeology Application Report Ref: CO2-15* dated January 2018
Preliminary Risk Assessment - Land Quality Ref: CO2-14* dated January 2018
Preliminary Ecological Appraisal Ref: CO2-10 dated January 2018
Planning Statement dated January 2018

Thereafter the development shall be retained/ maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (2016).

4 COM6 Levels

Prior to commencement plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan (November 2012).

5 COM7 Materials (Submission)

Prior to commencement of the development, details of all materials and external surfaces, including details of balconies and obscure balustrades shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).

6 RES9 Landscaping (including refuse/cycle storage)

Prior to commencement, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
 - 2.c Car Parking for 104 cars (including demonstration that parking spaces are served by 21 active electric vehicle charging points and 21 passive electric vehicle charging points and 10 parking spaces for disabled users) and a minimum of 10 motorcycle parking spaces.
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.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.

5. Schedule for Implementation

6. Other

- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (2016).

7 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 RES11 Play Area provision of details

Prior to commencement, details of safe and secure play areas for children and rooftop amenity areas, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 3.16.

10 NONSC Overlooking

Prior to commencement full details of the physical measures to prevent overlooking between flats and the gardens of Winnock Road, including the height, colour and material of privacy screens and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats in hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the

Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

11 NONSC Noise

Prior to commencement the scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority including:

a. The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

12 NONSC Protection from Ingress of Polluted Air

Prior to commencement a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the London Plan (March 2015).

13 NONSC Air pollution

Prior to commencement details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

14 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within the development shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

15 NONSC Gate Details

Prior to commencement, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (2016) and the HDAS -Accessible Hillingdon.

16 COM30 Contaminated Land

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

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

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

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

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

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

(iv) No dwelling hereby approved shall be occupied until site derived soils and imported soils for the development have been independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

17 NONSC EA Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) .

18 NONSC EA Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

19 NONSC Ecology

Prior to commencement (other than demolition), a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how features of ecological interest and enhancement will be incorporated into the fabric of the building and the landscaping of the green space. The scheme shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas and the fabric of the buildings; and habitat walls and refugia in strategically located positions.

The development must proceed in accordance with the approved plan and schemes unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of the Local Plan: Part Two (November 2012).

20 NONSC Carbon Reduction

Prior to commencement details of the carbon reduction measures that conform to the energy strategy (Energy Statement, August 2017, Ref: CO-08) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

- 1 - Full details of the baseline energy and carbon performance of the development
- 2 - Full details and specifications of the passive energy savings measures (Be Lean - London Plan) and how they relate to the baseline emissions
- 3 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes a CO2 reduction in accordance with the London Plan Policy 5.2

21 NONSC Non Standard Condition

The community facility hereby approved, shall not be used as a religious or any other associated cultural facility or banqueting hall unless approved in writing by the Local Planning Authority.

REASON

To prevent local highway impact in accordance with Policy R9 of the Local Plan: Part Two (November 2012).

22 NONSC Accessibility

Prior to the commencement of development (other than demolition), details of

1. a drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided;
2. the design of accessible parking spaces, for residents and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. A fire strategy which demonstrates adequate means of escape for wheelchair users, and other persons unable to escape using the staircase.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

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

23 DIS2 Access to Buildings for People with Disabilities

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, 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) and (d), is achieved and maintained.

24 RES15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

25 NONSC Flood Risk Management

Prior to commencement of the development, a survey to show the location and fall of the Thames Water Sewer adjacent to the site and a Basement Impact Assessment which considers surface water and ground water management shall be submitted and agreed in writing by the Local Planning Authority.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan (November 2012) and Policy 5.12 of the London Plan (March 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 Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.

BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.15	(2016) Town Centres
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.11	(2016) Affordable housing targets
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure

LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

3 159 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. 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.

4 158 Opportunities for Work Experience

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

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

5 11 Building to Approved Drawing

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 I2 Encroachment

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

8 I21 Street Naming and Numbering

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

9 I3 Building Regulations - Demolition and Building Works

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

10 I45 Discharge of Conditions

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

11 I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

12

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

13

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement

14 I60 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

15

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

16

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

17

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

18

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

19

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Plant, Scaffolding And Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

20

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

21

The demolition area must remain clear enough that train drivers and anyone working in the area can work safely and see approaching trains, if at any time this is not the case, please ensure that signallers or the BTP are contacted.

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

22

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

23

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

24

The proposal must not interfere with or obscure any signals that may be in the area.

25

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

26

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

27

Landscaping details should clarify whether trees on Winnock Road would be retained or replaced. Details shall also include details relating to defensible space around ground floor windows. All communal gardens shall be provided with suitable topsoil and depths.

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to 0.34 ha located on the north side of Tavistock Road to the west of the Grand Union Canal. The site is bound to the north by Winnock Road; to the north-east by the Former Padcroft Works Site; and to the south-west by Tavistock Road.

The existing site comprises previously developed land and currently accommodates a part two-storey and part three-storey warehouse (Use Class B8) building with ancillary offices. It is currently occupied by Comag, which operates as a magazine and newspaper marketing and distribution company. Comag vacated the site in December 2017. Surrounding the site is an area of hardstanding which accommodates car parking for 80 vehicles.

The site is located within the Yiewsley Town Centre boundary, however is not designated as primary or secondary shopping frontage. The site is situated amongst an established residential area including terrace properties on Winnock Road, residential apartments on

Bentinck Road and the High Street.

The site is located within the Heathrow Opportunity Area as identified in the London Plan; and, within the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1 (November 2012).

3.2 Proposed Scheme

This application seeks permission for the following:

- Demolition of existing buildings (Use Class B8);
- erection of 104 self-contained (20 x 1 bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3);
- Provision of 250 sq m community space (Class D1 Use);
- Provision of 104 car parking spaces, 10 motorcycle parking space and 208 cycle parking spaces;
- Provision of 250 sq m of amenity space; and
- associated landscaping, drainage and other ancillary work.

An application was refused under planning ref: 24843/APP/2017/2974 (21-12-2017), the application is currently the subject of an appeal. The application was refused for the following reason:

"The proposed development by reason of its height, bulk, mass and design represents an overdevelopment of the site that would fail to harmonise with the streetscene on Winnock Road and have an adverse impact on the character and appearance of the surrounding area. The development would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policies BE13, BE19 and BE26 of the Local Plan: Part 2 (November 2012) and Policies 7.1, 7.4 and 7.6 of the London Plan (2016)."

This application seeks to address the comments made by Members of the planning committee on 5 December 2017 and overcomes the reasons for refusal through the following changes:

- a reduction in the number and mix of units from 110 units (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) to 104 units (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom);
- a reduction in height of the proposed block along Tavistock Road from 8 storeys (27.95m) to 7 storeys (24.23m) on Tavistock Road;
- a change in articulation of the proposed development along Tavistock Road seeking to reduce the massing along Tavistock Road;
- a reduction in height by 1 storey and scale of development on Winnock Road;
- a reduction in height from 5 storeys (16.73m) to 4 storeys (13.28m);
- the treatment of the proposed block along Winnock Road has been comprehensively redesigned to resemble town houses with pitched roofs, breaking up the massing of the building to reflect the character of Winnock Road.

3.3 Relevant Planning History

24843/APP/2017/2974 Comag Tavistock Road Yiewsley

RECONSULTATION Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping,

drainage and other ancillary work (changes include addition of community facility)

Decision: 05-12-2017 Refused

24843/B/78/1418 Comag Ltd Tavistock Road Yiewsley

New offices & extension to existing reception area under existing offices (outline)

Decision: 26-09-1978 Approved

24843/H/84/1840 Comag Ltd Tavistock Road Yiewsley

Creation of additional office accommodation. Also relaxation.

Decision: 07-02-1985 Approved

24843/J/86/0654 Comag Ltd Tavistock Road Yiewsley

Erection of additional offices and elevational alterations.

Decision: 16-09-1986 Approved

24843/L/89/1582 Comag Ltd Tavistock Road Yiewsley

Erection of a boundary wall and railings

Decision: 27-02-1990 Approved

24843/N/90/0129 Comag Ltd Tavistock Road Yiewsley

Construction of a mezzanine floor and alterations to east elevation

Decision: 07-09-1990 Approved

24843/P/90/1934 Comag Ltd Tavistock Road Yiewsley

Installation of first floor mezzanine for office use, & alterations to flank elevation

Decision: 31-03-1992 NFA

24843/S/96/0141 Comag Ltd Tavistock Road Yiewsley

Internal alterations and installation of mezzanine floor to provide additional office floorspace;
Variation of condition 2 of planning permission ref. 24843H/84/1840 dated 07/02/85 (continued t
as warehouse and office)

Decision: 25-04-1996 Approved

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.EM6	(2012) Flood Risk Management
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.15	(2016) Town Centres
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.11	(2016) Affordable housing targets
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments

- LPP 3.6 (2016) Children and young people's play and informal recreation facilities
- LPP 3.8 (2016) Housing Choice
- LPP 3.9 (2016) Mixed and Balanced Communities
- LPP 4.12 (2016) Improving opportunities for all
- LPP 4.4 (2016) Managing Industrial Land and Premises
- LPP 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.15 (2016) Water use and supplies
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2016) Cycling
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.14 (2016) Improving air quality
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2016) An inclusive environment
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 8.3 (2016) Community infrastructure levy
- LPP 8.4 (2016) Monitoring and review

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th February 2018**

5.2 Site Notice Expiry Date:- **19th February 2018**

6. Consultations

External Consultees

This application was consulted upon between 25-01-2018 and 19-02-2018 via letters to neighbours, a site notice and publication of a press advert. 15 representations were received to this application, including 1 letter of support which are summarised below:

OBJECTIONS

- The development will increase light pollution and overshadow existing properties. At 7 storeys tall it is not in keeping with character of Winnock Road or Tavistock Road.

- The building works will increase air pollution due to dust particles from the construction process and construction vehicle traffic. I am an asthma sufferer and my symptoms are worse since construction began on the adjoining site;
- Air quality will be adversely affected from the extra motor traffic the development will generate once completed;
- It is an extremely unattractive design and will not enhance the local area;
- It does not in anyway provide opportunities for community cohesion or inclusion;
- Both the developers and Hillingdon Planning were rather duplicitous in approving and then amending the current scheme of 308 residential units via "infilling" to add more residential units;
- Over-development and overcrowding of the postcode UB7 7;
- Significant other developments have been granted over the past 5 years and the area already seems like it is and will become very over developed;
- Negative effects on amenity (neighbours and community) - particularly due to:
 - a) Noise and Disturbance
 - b) Overlooking & loss of privacy for residents of Winnock Road
 - c) Shading / loss of daylight
- The proposal would lead to a significant increase in traffic;
- This proposed development should it go ahead, would loom large over the terrace houses on Winnock Road, blocking out natural light and leading to a reduction in living standards;
- Added to the development already talking place on the adjacent site, this would lead to vast overcrowding to the area. I appreciate brown field sites should be developed for residential purposes, but this is trying to cram too many dwellings in to a small unsuitable space;

Two petitions in objection to the application have also been received. One petition has 320 signatures and lists the following reasons for objection:

- Height
- Impact on residential amenity
- Loss of privacy
- Density
- Out of character
- Detrimental traffic impact

The second petition has 70 signatures and lists the following reasons for objection:

- Overdevelopment
- Out of character
- Overshadowing
- Loss of outlook
- Density
- Insufficient green space
- Detrimental traffic impact
- Impact on local surgeries

SUPPORT

Redrow development has improved the area and made it more inviting;
 delivery of good quality homes;
 CIL monies should be spent locally.

Representation from Tavistock Works:

The neighbouring land owner strongly objects to this development for the following reasons:

- The development potential of their land (Tavistock Works site) is being compromised by the proposed development.
- The design of the southern elevation to Tavistock Road is poor, resulting in an unbalanced

appearance that does not allow for the delivery of a co-ordinated elevation along the full length of Tavistock Road incorporating both the Comag site and the Tavistock Works site.

The main concern my client has is the absence of any proper consideration for the development potential of the Tavistock Works site. As you will be aware, my client has recently engaged in pre-application discussions with the Council in respect of the redevelopment of the Tavistock Works site. It has become clear through those pre application discussions that the Council would like to see a gap along the length of the Tavistock Road elevation to prevent a continuous mass along the southern boundary of the wider Comag and Tavistock Works sites. Should this be the case it is reasonable to expect that the gap should, in urban design terms, be located roughly midway along the length of the southern boundary, rather than wholly on the Tavistock Works site, thereby allowing Redrow to maximise the development potential of their land at the expense of another equally developable site.

What has become disturbingly clear from the pre-application advice is that planning officers are giving the applicants proposal undue and unfair benefit which would have a significant and unfair detrimental impact on the development potential of the Tavistock Works site.

Tavistock Works have sought legal advice on the impact the proposal would have on the development potential of their site (Tavistock Works site). The legal advice confirmed the Council have a duty to consider the impact the proposal has on the development potential of the Tavistock site, especially since the Council have been put on notice, through the pre-application discussions, that the owner of the Tavistock Works site wants to develop the site to provide much needed housing - this essential evaluation was worryingly absent in the last planning report presented to the planning committee.

The development potential of the Tavistock Works site has been confirmed by pre application advice as being undermined by the proposed development subject of the application. And because the development potential of the Tavistock Works site has considerable public benefits (potential to deliver significant numbers of much needed housing), it would pass the public interest test threshold to be considered a legitimate material planning consideration.

If the Council do not properly consider the impact the proposal would have on the development potential of the Tavistock Works site, then my client puts the Council on notice that they reserve their right to judicially challenge any planning approval and make a claim against the Council for all costs incurred in pursuing this action. The second part of my client's objection is that the design of the southern elevation to Tavistock Road is poor, resulting in an unbalanced appearance that does not allow for the delivery of a co-ordinated elevation along the full length of Tavistock Road incorporating both the Comag site and the Tavistock Works site.

Indeed, given that the corner buildings at each end of the Padcroft Works Phase 1 and Phase 2 sites fronting Tavistock Road are both 5-storeys, it would be logical to gradually build up the scale of buildings so they arrive at the tallest point midway along the length of the southern boundary at a point where the gap should logically be. Instead what Redrow have done through the pre-application process is to lead the Council to believe the logical place for the gap is on the adjacent land rather than on their own.

Had my clients been consulted by Redrow prior to submission of the application, or been in the pre-application process in a way that could have been facilitated by the Council, then a mutually acceptable solution could have been achieved. Instead what the public will be left with is a long run of buildings extending the full width of their site with no gap in between which has simply been conceived to maximise the development potential of their land at the expense of others.

OFFICER COMMENT: Policy BE14 of the Local Plan: Part Two (November 2012) notes that

permission will not be granted of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites. Officers have paid close attention to the design of the proposed development and consider this proposal due to its layout and design does not prejudice future development from coming forward on the adjacent site.

A formal planning application has not been made by the objector, and as such limited weight is given to any particular proposal the adjacent landowner may or may not intend to submit as an application. Officers are obliged to ensure any development on the application site (COMAG) does not prejudice future development from coming forward and the neighbouring site (Tavistock Works) and in this regard, this application does not compromise future development at Tavistock Works.

APPLICANTS RESPONSE:

We write on behalf of our client, Redrow, in response to the letter of objection dated 13th February 2018 submitted on behalf of the neighbouring landowner of Tavistock Works site.

The following objections have been raised in respect of our client's planning application:

1. The development potential of their land (Tavistock Works site) is being compromised by the proposed development.
2. The design of the southern elevation to Tavistock Road is poor, resulting in an unbalanced appearance that does not allow for the delivery of a co-ordinated elevation along the full length of Tavistock Road incorporating both the Comag site and the Tavistock Works site.

1. Development Potential of Neighbouring Land & Design of Elevation

We understand that pre-application advice has been sought by the neighbouring landowner on their site. Whilst this remains confidential and therefore we are unable to comment directly on its content, the objection makes reference a gap being required along Tavistock Road in order to prevent a continuation of mass. As we can only comment on our client's proposals, it is our view that an appropriate architectural treatment can deliver a scheme which breaks up the facade without the need for any physical gap(s) along Tavistock Road. This has been successfully demonstrated by our client's application. This was recognised by the positive comments received by the Council's Design Officer which we made in support of our client's previous application (ref. 24843/APP/2017/2974).

Our client's scheme has continued to give due consideration to the adjacent site. The scheme has been designed to avoid any fenestration on the facade of the boundary with the neighbouring Tavistock Road site. This approach ensures that this adjacent land could be developed. The development potential of the site should of course be guided by a design-led approach. Our client has previously explored the opportunity for a comprehensive development of the two sites as requested by the Council at the pre-application stage but this has not been feasible due to land availability (considered further below). Notwithstanding this, our client's Architects have prepared an initial sketch document (attached) which identifies how a standalone scheme could come forward on the neighbouring site. Whilst this would need to be the subject of detailed design discussions, it demonstrates how key standards (i.e. parking and amenity space) could be met. Whilst this scheme may be less successful than a comprehensive approach, this would not be valid ground for objection as our client's application would not prejudice a quantum of development from coming forward on the neighbouring landowners site.

2. Delivery of a Co-ordinated scheme

Redrow has continually attempted to make contact with the adjacent landowner to discuss a sale in order to deliver a comprehensive scheme. Contact was made prior to pre-application discussions

and submission of the previous scheme (ref. 24843/APP/2017/2974). At that time we understand that the landowner did not want to enter into discussions. Redrow has again sought to make contact with the land owner following the committee's refusal of the previous application (ref. 24843/APP/2017/2974), and again following sight of the letter of objection but it is our understanding that the neighbouring landowner continues to want to progress their site in isolation.

It is our view that the landowner is not willing to enter into discussions regarding the sale to allow a comprehensive scheme to come forward. Notwithstanding this, a proposed standalone scheme (albeit less successful) could still come forward in isolation as our client's current planning application would not prejudice their land. Therefore, we do not consider there are sufficient grounds for a Judicial Review should the committee report give due consideration and members be minded to approve the application.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership.

The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. We would expect the developer to

demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water Risk Management Team by telephoning 02035779483 or by emailing wqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Environment Agency

A response to this consultation was not received, however previous comments provided for Ref: 24843/APP/2017/2974 (19-12-2017) have been taken into account as a material planning consideration.

Network Rail

A response to this consultation was not received, however previous comments provided for Ref: 24843/APP/2017/2974 (19-12-2017) have been taken into account as a material planning consideration.

Metropolitan Police

Due to crime analysis in the area, I would like this development to be conditioned to achieve Secured by Design accreditation.

Internal Consultees

URBAN DESIGN

Overall the revised scheme has seen an improvement, namely the relationship between Winnock Road and Tavistock Road, which has sought to address the scale difference between these two areas of varying character, in order to improve the setting and reduce the impact of the proposed development on the existing residential terraced street. The overall massing of the development along Winnock Road has seen a reduction and redesign to reflect a more 'terraced house' typology albeit slightly larger in scale. Tavistock Road has also see a further reduction in scale to address previously raised concerns.

The facade has been broken down through further detailing and reliefs in the fenestration to reduce the overall mass and bulk of the development. There is now more variety in the roofscape through different heights and roof forms that overall step down from Tavistock Road to Winnock Road. There is a strong plinth defining feature that seeks to identify and contribute towards a more domestic scale at street level on Tavistock Road. Overall the facade on Tavistock Road reads as a series of buildings which is a welcomed improvement to the townscape setting in this location.

Turning the corner from Tavistock to Winnock Road, there is a strong rotund feature to celebrate this corner, albeit in lower scale that the remained of Tavistock Road, which is a welcomed feature and fosters a positive transition to the terraced housing scale along Winnock Road. The terraced

housing is reinforced by the multiple gable ends, pitched roofs of the proposed development, which again reinforces the domestic scale and terraced typology of the existing character and setting of Winnock Road.

Overall the taller elements of the proposed development are pushed to the background, when viewed from Winnock Road, and will be no more of an impact than the consented Padcroft Works scheme. It is important to create a synergy between the consented Padcroft Works scheme and the proposed development, but there is also a clear difference between COMAG and the Padcroft Works scheme, which add variety and character to the townscape setting. Overall the proposed development is smaller in scale than the consented Padcroft Works.

Amenity space is sensibly provided and consolidated in one large amenity space to the rear of the development, and is further supplemented by balconies and rooftops terraces (setback to reduce impact and overlooking), where appropriate. The proposed development also has the added advantage of being comprehensively joined to the adjacent Padcroft Works amenity, which will further enhance its usability and accessibility in the future. Also foster a synergy and relation between the two developments at the ground level, which is welcomed in this instance.

TREE AND LANDSCAPING OFFICER

This site is occupied by industrial / warehouse buildings and a car park on the north-east side of Tavistock Road. The site forms an edge to an industrial area at the interface with a residential street, Winnock Road, which is characterised by modest scale terraced houses. The site forms phase 2 of the adjacent Padcroft Works residential development.

There is a line of trees on the Tavistock Road frontage in the south-west corner of the site whose visual amenity contributes to the character of the area. There are no tree, or landscape planning, designations which might constrain development of the site.

This application follows the refusal of application Ref: 2017/2974. The application has been subject to post application planning advice and has been amended to provide 16 fewer units. The revised Design & Access Statement, by Rolfe Judd, highlights the changes made to the design and layout. The scheme features underground parking, roofs and podium / roof level communal gardens - which supplement the external amenity spaces provided by private balconies.

A tree constraints report has been prepared by WSP. The report has identified and assessed 11No. trees on the site which will be affected by the development. There are no 'A' or 'B' grade trees - categories that would merit retention or constrain development. All of the trees are 'C' grade - poor quality, with a limited useful life expectancy. As such, these trees would not normally constrain development although they could be worthy of retention if the design allows.

The report confirms (section 6, Recommendations) that an arboricultural impact assessment should be prepared and, if applicable, a tree protection plan and arboricultural method statement submitted. - In this case, the only tree which may possibly be retained is T11, the Norway Maple at the junction of Tavistock Road and Winnock Road. A landscape strategy has been submitted in section 3.0 of the D&AS in the form of masterplans. These illustrate the integration of the site with the Padcroft Phase 1 development and proposed landscape layout at street level and rooftop level.

The landscape proposals have not been worked up to any great level at this stage, with no images or sample details to indicate the quality of materials, finishes or planting required to provide an attractive environment for residents. Landscape conditions will be required to:

- clarify whether the street tree at the Winnock Road junction is to be retained, or removed and

replaced?

- adequate defensible space / planting will be provided around groundfloor windows,
- all communal roof gardens will be provided with suitable depths of topsoil / growing medium to support an attractive and robust landscape layout for the benefit of the residents.

There is no objection to this proposal subject to conditions RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

HIGHWAYS (Summary)

No highways objection raised following a comprehensive study by the applicant's consultants in respect of the junction at Tavistock/Station Road. Comments provided by the Highways Officer are included in the main body of the report.

SUSTAINABILITY OFFICER

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the the scheme is not zero carbon. However, the applicant has accepted the need for an offsite contribution to make up for the shortfall. No objections subject to conditions.

ECOLOGY

I have no objections to the proposed development subject to appropriate conditions.

EPU

No objection subject to appropriate mitigation through relevant conditions.

ACCESS

The Design & Access Statement reports on 10 Wheelchair Accessible units, interspersed throughout the development, all of which would be accessible by two closely located passenger lifts.

The remaining 94 residential units are shown on plan to have been designed in line with the prescribed standards for an M4 (2) category home as set out in Approved Document M to the Building Regulations (2015 edition).

It would seem that the proposed development has been designed in consultation with Inclusive Design consultants, David Bonnet Associates. On several fronts, the design has exceeded the minimum statutory requirements and the fundamental design raises no fundamental concerns from an accessibility standpoint at this planning stage subject to condition requiring details of disable car parking.

Officer comment: The accessibility arrangements are as per the access arrangements under Ref: 24843/APP/2017/2974.

AFFORDABLE HOUSING

The Council's affordable housing officer requested the following mix of the 35% affordable housing under application Ref: 24843/APP/2017/2974:

- 30% London Affordable Rent;
- 30% Shared Ownership; and
- 40% London Living Rent.

Officer comment: The affordable housing mix remains the same as the previous scheme and is therefore a material consideration.

FLOOD WATER MANAGEMENT

No objection in principle, however further information is required. Such details shall be submitted to and agreed in writing before development, other than demolition commences.

Officer comment: The proposed flood mitigation and SuDS systems remain as proposed under the previous application and is therefore a material consideration.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraphs 11-16 of the National Planning Policy Framework (NPPF) (2012) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places.

Paragraph 23 of the NPPF (2012) states that residential development can play an important role in ensuring the vitality of centres where Councils should set out policies to encourage residential development on appropriate sites.

Policy 3.4 of the London Plan (2016) notes developments should optimise housing output based on its location. The development is situated within the Heathrow Opportunity Area as identified in the London Plan; and, within the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1. The Local Plan: Part One (November 2012) sets out in Policy H1 (Housing Growth) a direction of growth within Yiewsley and West Drayton which includes residential to ensure the improved connectivity provided by Crossrail are maximised.

Policy LE4 of the Hillingdon Local Plan: Part Two (November 2012) states that proposals involving the loss of existing industrial floorspace or land outside designated industrial and business areas will normally be resisted. Whilst the proposal would lead to the loss of the industrial uses within the site, the policy allows applicants to show through their commercial viability assessments that it is not economically viable to retain or redevelop the site for industrial and warehousing purposes in the future.

Policy H8 of the Local Plan: Part Two (November 2012) notes that a change of use from non residential to residential will be permitted if:

- a satisfactory residential environment can be achieved;
- the existing site is unlikely to meet such a demand for such accommodation in the foreseeable; and
- the proposal is consistent with other objectives of this local plan.

Local Plan Policy Part 1 (para. 3.17) recognises the potential for regeneration in the West Drayton / Yiewsley area which includes the site. This is outlined in the 'vision' for the local plan (chapter 4) which identifies growth should be accommodated through high quality developments in Yiewsley and West Drayton, specifically around Crossrail Stations including West Drayton. This is further supported by paras. 4.21-22 which recognises the need to release employment sites for mixed-use development and that Crossrail should be the catalyst for this regeneration. Local Plan Part 1 Policy H1 sets the strategic policy for housing delivery and identifies West Drayton and Hayes corridor as an area of significant housing growth as part of this regeneration.

Policy R10 notes that proposals for new community facilities (other than religious or cultural halls) are acceptable in principle subject to compliance with other policies within the Local Plan.

Policy SA 38 of the draft Local Plan: Part Two (Padcroft Works) (2017) allocates the site immediately to the north east of the application for redevelopment to provide 308 new residential units.

The existing site is occupied by a warehouse which includes an ancillary office (Use Class B8) which is no longer used as a warehouse/office. The applicant has indicated that there is little demand for industrial and warehousing units; that the units are only occupied because of their heavily-discounted rents; that there is significant capacity for businesses to occupy more accessible and suitable premises at Stockley Park or the North Uxbridge Industrial Business Area. The size and layout of the existing premises are unsuitable in terms of modern office and industrial requirements including ease of access to the site.

The surrounding area is characterised by residential uses to the west and north. The adjacent site to the North (Former Padcroft Works) was granted consent for its comprehensive redevelopment to provide 308 residential units under planning ref: 45200/APP/2014/3638 (06/08/2015). In this context, the existing warehouse (Use Class B8) which is surrounded by a residential development does not represent a compatible use nor does the existing unit represent an efficient or viable use of the site. Although the application site is not referenced in Policy SA 38 of the draft Local Plan: Part Two (Padcroft Works) (2017), this application is comprehensively being developed in the same vein as Padcroft Works. There is negligible prospect of a future landowner being likely to make a significant investment in redeveloping the wider site for commercial use.

The proposed development on the other hand represents a redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility which is subject to a condition to exclude use as a place of worship due to the parking and highways safety implications of this type of use. The proposed development provides continuous activity on street frontages and makes efficient use of the site to provide high quality housing including a policy compliant level of affordable housing (35%).

This proposal would make a significant contribution to the regeneration of this part of the Town Centre, accordingly, the proposal is considered to be in accordance with paragraphs 7-11 and 23 of the NPPF (2012), the Policies 2.6, 2.15 and 7.4 of the London Plan (2016) and Policies LE4, H8 and R10 of the Local Plan Part Two (November 2012).

7.02 Density of the proposed development

The London Plan (2016) defines an urban setting as 'areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes'. This site is within 200 metres walking distance of the Yiesley/West Drayton Town Centre and therefore qualifies as an 'urban setting'.

Policy 3.4 of the London Plan (2016) requires developments to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a very high PTAL rating of 4. The density matrix therefore suggests a residential density in the region of 200-

700 habitable rooms per hectare for this location. The proposal provides 885 habitable rooms per hectare which accords with the recommendation of the London Plan (2016). Although this proposal exceeds the guidelines set out within the London Plan (2016), the scale and density of development is considered appropriate in the context of the adjacent approved development at the former Padcroft Works site. For the purposes of comparison, the density of the adjacent Padcroft Works scheme is 354 dph (1,033hrph).

Policy GG2 of the Draft London Plan (2017) seeks to create high density, mixed use places that make the best use of land. The development of Opportunity Areas, brownfield land, sites which are well connected by existing or planned tube and rail stations, small sites, and sites within and on the edge of town centres must be prioritised. Higher density development is promoted, particularly on sites that are well-connected by public transport, applying a design-led approach.

The scheme is design led and provides sufficient amenity for future occupiers. In the context of an urban setting and the adjacent Padcroft development and in light of the Draft London Plan (2017), the proposed density is on balance considered acceptable in this context.

UNIT MIX

London Plan (2016) Policy 3.8 and the Mayor's Housing SPG expect new developments offer a range of housing choices, in terms of the mix of housing sizes and types. In addition, London Plan Policy 3.11 accords priority to affordable family housing in residential development.

The proposal provides 104 units which includes the following mix:

- 20 x 1-bedroom;
- 75 x 2-bedroom; and
- 9 x 3-bedroom

The proposed unit mix is considered appropriate in this town centre location, the proposal would contribute towards creating a mixed and balanced community offering a range of housing choice.

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

The proposal site is not situated within an archaeological priority area, Conservation Area nor does it contain listed buildings.

The West Drayton Garden City Area of Special Local Character lies approximately 210m to the south. To the east there are two Grade II listed buildings:

- . De Burgh Arms P.H
- . The Railway Arms P.H

It is not considered that the proposal would negatively impact on the setting of the nearby listed buildings. There are no views of the 'The Railway Arms' from the vicinity or from within the application site itself. The closest listed building to the site is the 'De Burgh Arms Public House', but views of the development in association with the front of this building are limited furthermore, the building is already dominated by taller development to the north, west and south as such this proposal will not impact the setting of the this Grade II Listed building.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Paragraph 64 of the NPPF (2012) states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan: Part Two (November 2012) states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012) further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE35 of the Hillingdon Local Plan: Part Two (November 2012) notes that major developments adjacent to or visible from rail connections, the Local Planning Authority will require the development to be of a high standard, design, layout and provide attractive views from these corridors.

The existing buildings are of a dated design and are not considered to be of any architectural value. In its current form, the site does not positively contribute to the character and appearance of the area, or the surrounding local residential context.

The immediate area surrounding the site is characterised by mixed and varied development ranging from more traditional rows of terraced properties to contemporary residential buildings. The proposed development provides an appropriate transition between Yiewsley Town Centre, the residential blocks along Bentinck Road, the existing houses along Winnock Road (and beyond), and the residential development at the former Padcroft Works site.

The proposal varies in height, along Bentick Road, the proposal is 3-storeys with an active frontage in the form of front doors with defensible space opening out onto the street. The units along Bentick Road have been carefully redesigned to read as 'a terrace of townhouses' featuring pitched roofs. This element of the proposal sensitively addresses the small scale and intimate nature of terraced dwellings along Winnock Road and overcomes the previous reason for refusal under Ref: 24843/APP/2017/2974 (19-12-2017).

Turning the corner, the proposal features a well designed transition corner with 4-stories along Bentick Road and upto 5-stories along Tavistock Road at its highest point this would be 13.28m. The proposal on this corner includes a strong rotund feature and is considered

to provide a high quality transition on this corner.

The Tavistock elevation rises up to 7-storeys with a total height of approximately 24.23m. The overall height is 2.72m lower than the approved development at Padcroft at its highest point. The overall height is considered to be in keeping with the character of this part of the local area. Overall, the height from 3-storeys to 7-storeys varies across the development and responds to the site topography and surrounding context. It is considered that the height of the development on Tavistock Road which is set away from existing Victorian terraces along Winnock Road and Tavistock Road is considered now to have a more appropriate impact on the streetscene.

The facade has been broken down through further detailing and reliefs in the fenestration to reduce the overall mass and bulk of the development. There is now more variety in the roofscape through different heights and roof forms that overall step down from Tavistock Road to Winnock Road. There is a strong plinth defining feature that seeks to identify and contribute towards a more domestic scale at street level on Tavistock Road. Overall the facade on Tavistock Road reads as a series of buildings which is a welcomed improvement to the townscape setting in this location.

Overall the taller elements of the proposed development are pushed to the background, when viewed from Winnock Road, and will be no more of an impact than the consented Padcroft Works scheme. It is important to create a synergy between the consented Padcroft Works scheme and the proposed development, but there is also a clear difference between COMAG and the Padcroft Works scheme, which add variety and character to the townscape setting. Overall the proposed development is smaller in scale than the consented Padcroft Works.

Amenity space is sensibly provided and consolidated in one large amenity space to the rear of the development, and is further supplemented by balconies and rooftops terraces (setback by 2.5m to reduce impact and overlooking), where appropriate. The proposed development also has the added advantage of being comprehensively joined to the adjacent Padcroft Works amenity, which will further enhance its usability and accessibility in the future. Also foster a synergy and relation between the two developments at the ground level, which is welcomed in this instance.

Overall, the scheme maintains its high quality design which complements the existing mix of development forms and styles that characterise this part of Hillingdon, adding to the overall quality of the immediate area.

Policy BE14 of the Local Plan: Part Two (November 2012) notes that permission will not be granted of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites. Officers have paid close attention to the design of the proposed development and consider this proposal due to its layout and design does not prejudice future development from coming forward on the adjacent site.

A formal planning application has not been made by the neighbouring site, and as such limited weight is given to any particular proposal the adjacent landowner may or may not intend to submit as an application. Officers are obliged to ensure any development on the application site (COMAG) does not prejudice future development from coming forward and the neighbouring site (Tavistock Works) and in this regard, this application does not compromise future development at Tavistock Works. The proposal would not prejudice the development of adjoining land, should a suitable development scheme be brought

forward.

The proposal will include public realm improvement by way of repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. Amenity space and landscaping is provided for residents of the development which would focus on connecting the development to the wider area to create a vibrant space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

It is considered that this proposal which reduces the height and scale of the overall development along with the comprehensive redesign of the Winnock Road elevation addresses the reasons for refusal under Ref: 24843/APP/2017/2974 (19-12-2017).

7.08 Impact on neighbours

Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

The site is located within the Yiewsley/ West Drayton Town Centre and it is considered that the building has been carefully designed to ensure that there is no unacceptable loss of outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road and the new residential units currently under construction at the Former Padcroft Works.

Although the proposal breaches the 45 degree angle of No 2 Winnock Road, the existing situation is such that No 2 Winnock Road is surrounded by a 2 and 3 storey existing warehouse building which sits 2.5m to the south west of the dwelling. Whilst this breach is not specifically addressed, this is mitigated by the development through the demolition of the existing building and opening up views to the rear and therefore the quality of light received by the units along Winnock Road. It is considered that the proposed buildings would result in improved light and outlook to the nearest properties on Winnock Road.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. The impact of the proposed development on daylight and sunlight to adjacent properties is considered within the daylight and sunlight report submitted in support of this application.

A full assessment of the application and its impact on neighbouring properties has been undertaken. The results identify that the vast majority of windows tested meet or surpass the BRE requirements, in some instances there are significant improvements. There are some windows that do not meet the BRE requirements but where this occurs it relates to secondary windows to habitable rooms, which are therefore served by other windows or the room itself is a non-habitable room.

With regards to the sunlight received to the proposed amenity spaces, this exceeds the 50% BRE requirement and therefore passes the BRE overshadowing to gardens and open spaces test. The Gardens of 2, 4, 5, 8 and 10 Winnock Road will all continue to see an

improvement in the sunlight received as a result of the development.

The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (2016) minimum standard and is therefore considered acceptable.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of the units to ensure the future occupiers of receive adequate light and a comfortable living environment. It is considered that the generous space provided for the units, and the size and angle of the windows would provide a well lit and a good quality habitable accommodation.

This application is supported by a report assesses daylight and sunlight to the windows of the proposed flats and concludes that the development is acceptable in an urban setting. A condition has been attached to secure privacy screening is provided on the balconies of relevant units where appropriate.

EXTERNAL LAYOUT

With respect to the design of the scheme, the London Plan Policy 7.1 (2016) expects communal spaces to provide activate frontages. Access into the ground floor units is provided directly from the open spaces (i.e providing front door access onto the new route) and as such this proposal enhance the streetscene along Winnock Road and Tavistock Road.

The proposal provides an active frontage onto Winnock Road and Tavistock Road, in that respect, the proposal would enhance the streetscene.

Policy BE23 of the Local Plan:Part Two (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document
- Residential layouts, suggests that the following shared amenity space for flats is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision for 104 dwellings would be 2,545m².

The current development proposal provides a combined total of 2,732m² of amenity space. This comprises:

- 665 sqm Private Amenity Space in the form of balconies (which exceeds the London Plan requirements for private amenity space).
- 2,067 sqm Communal Amenity Space in the form of ground floor, first floor podium and roof terraces communal areas.

This application we exceed both London Plan and LBH Standards for amenity space.

CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

Play space with a combined total of 110m² for children between 0 and 4 years old is distributed across the development within the ground level spaces.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such, the provision of amenity space is considered to accord with the requirements set out within the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

This application is for the demolition of a three storey office building and a two storey warehouse, the site would then be used for the construction of 104 self-contained residential units and a small community use; the site was previously used for magazine distribution use class B8. The existing site currently has 80 car parking spaces with vehicle access via two access points on to Tavistock Road along the south west boundary of the site. The new development would have 104 car parking spaces of which 29 would be provided at ground level, the remaining 75 in the basement via a ramped access. This represents a parking ratio of 1 space per residential unit which accords with the Council's currently adopted parking standards. A new vehicle access to the site would be provided directly from Tavistock Road, replacing the two existing vehicle accesses. The number of parking spaces provided is considered satisfactory taking into account the broad range of services and facilities offered by Yiewsley town centre which includes supermarkets, banks, a post office, pharmacist and library. The new occupiers need not therefore be dependent on the private car to satisfy everyday local shopping trips.

In accordance with Council policy, 20% of all car parking spaces would have active electric vehicle charging points and 20% passive electric vehicle charging points. A passive electric vehicle charging point is one which has servicing only allowing a charging point itself to be installed relatively easily at a later date. There would be 188 cycle parking spaces for residents as well as a small number for stands for visitors. Ten percent of the car parking spaces would be wheelchair accessible. There would be seven parking spaces for motorcycles - these would have anchor points providing their owner with somewhere secure to lock their motorcycle.

Tavistock Road intersects with Yiewsley High Street which is a local distributor road providing onward access to the M4 and M25 motorway.

West Drayton station is nearby providing trains to Central London and Reading as well as interchange with numerous bus services including:-

- U1 West Drayton to Uxbridge;
- U3 Heathrow Central bus station to Uxbridge;
- U5 Hayes to Uxbridge;
- 222 Hounslow to Uxbridge;
- 350 Hayes to Heathrow Terminal 5; and
- 698 School Service.

The site has a PTAL of 3 indicating that the site has reasonable access to public transport. Yiewsley town centre which is within a 10 minute walk and 5 minute cycle of the site. There are Primary Schools within a fifteen minute walk of the site and Secondary Schools within 20 minutes.

A Residential Travel Plan has been submitted to accompany the Planning Application. This is considered satisfactory as it sets out a good range of 'hard' and 'soft' measures which are likely to support travel by sustainable modes in preference to the driver only private car. However, the Travel Plan does not include targets for the proportion of trips to be made by sustainable modes of transport. It is appreciated that the current mode share for the site is based on forecast data only however the setting of targets demonstrates the developer's commitment to the travel planning process. It also provides an indication of which modes of sustainable transport are considered the most realistic option and will be prioritised. These targets will need to be reviewed and updated following the site specific surveys at 100% occupation.

The site would be serviced on-street from Tavistock Road adjacent to the development. It is proposed to introduce double yellow lines for a short 24 metre section adjacent to the development allowing deliveries to be undertaken without cars blocking this space. This is where removal vans would park, necessitating furniture etc to be carried or rolled to and from the property and the van. In practice larger vehicles could pull into the site and left attended so they could be moved if causing an obstruction. The basement car parking should be fitted with a sprinkler system to give the fire brigade a longer response time.

The trip rates used by the developer have been taken from the TRICS - the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms of development type and location and applying those observed trip rates to the proposed development. The sites selected by the developer have been checked to make sure they are appropriate and are considered valid meaning the forecast number of trips generated by the development are a reasonable approximation.

From the outcome of this work, the developer reports that the new residential development which replaces an office development actually results in an overall net reduction in vehicular trips.

To establish the number of vehicle movements generated by the existing B8 use the developer commissioned traffic surveys, these were undertaken on 23rd May 2017. In the AM Peak 40 vehicle were counted entering and leaving the site, in the PM Peak 22 vehicles arrived at and departed from the site. Based on the trip generation rates taken from TRICS, it is forecast that the new development will generate 10 vehicular trips in the AM Peak and 12 in the PM Peak. This represents a net reduction in the number of peak hour vehicular trips generated.

As instructed, the May 2017 baseline figures have then been used to analyse the performance of both junctions using PICADY and ARCADY - the standard assessment tools for roundabouts and priority junctions. The result of this modelling show that both junctions currently operate satisfactorily, they can accommodate the traffic demand placed upon them even during the busiest the times of day. On all junction approaches the modelled ratio flow capacity is below 0.85 and the longest queue is two vehicles which corroborates with survey data.

As instructed the developers then went on to assess the performance of these junctions once the new development has been built, both in the current year 2017 and in 5 years hence, 2022. The developers have derived forecast 2022 flows by applying 5 year TEMPRO growth factors to the 2017 observed counts. TEMPRO again is the industry standard modelling tool designed to allow users to review road traffic growth actual and forecast data supplied by the Department for Transport.

The results of the traffic modelling shows that both mini- roundabout junction of Station Road/Tavistock Road and the priority junction of Station Road/Station Approach operate within capacity with the new development in 2017. In 2022 the results show that both junctions are expected to operate well within capacity, the ratio flow capacity does not exceed 0.85 in either the AM or PM Peak. According to the results of the modelling, the longest queue in 2022 with the new development forms on the High Street north approach to the priority junction of Station Road/Station Approach in the PM Peak. The queue would be 2 vehicles in length.

Taking into account that the development would generate less traffic than its former use, that the junction of Tavistock Road/High Street and High Street/Station Approach have been all shown to operate within capacity, an adequate number of car parking spaces will be provided, the sites proximity to town centre services and facilities and its connectivity with the wider public transport network there are no objections to the development on transportation grounds.

7.11 Urban design, access and security

See section 'living conditions for future occupiers'.

7.12 Disabled access

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure that 10% of the proposed residential units meet the standards for M4(3) Category 3 'wheelchair user dwellings', with all remaining units designed to the standards for Category 2 M4(2) 'accessible and adaptable', as set out in ADM 2015. Subject to this condition, the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Policy 3.3 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012) requires a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

Affordable Housing and Viability SPG states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA.

A measure of flexibility allowed for within Policy H2 of the Local Plan: Part 1 (November 2012), it is proposed that the development would provide the following mix:

30% London Affordable Rent;
30% Shared Ownership; and
40% London Living Rent.

The applicant proposes to provide 36 affordable units, the above mix is secured by way a Section 106 legal agreement and the final details such as the level of London Living Rent would be agreed with the Council's Affordable Housing Officer. It is considered that the proposal provides a policy compliant level of affordable housing.

7.14 Trees, landscaping and Ecology

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

The Council's Trees and Landscape Officer has raised no concerns regarding the landscape layout within the development site itself, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting throughout the development.

7.15 Sustainable waste management

Waste arrangements for the site are considered to meet requirements. A condition has been secured to provide details of waste management as part of this application.

7.16 Renewable energy / Sustainability

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the the scheme is not zero carbon. However, the applicant has accepted the need for an offsite contribution to make up for the shortfall. The offsite contribution would equate to £139,200. Appropriate conditions are attached to ensure the proposal contributes to C02 reductions as specified by Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Water Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection in principle subject to a condition to require the submission of a scheme for the provision of sustainable water management to ensure there is no increased risk of flooding as a result of the development. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Local Plan: Part Two (November 2012).

7.18 Noise or Air Quality Issues

The Council's Environmental Health Officer raised concern over the potential noise exposure in this development due to its location and the proximity of nearby commercial uses on the proposed development. A noise condition has been attached to ensure noise mitigation is sufficiently addressed.

This is an Air Quality Management Area and as such mitigation will be required. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. These details will be secured via condition and as such, the proposals accords with local, regional and national planning policy.

7.19 Comments on Public Consultations

Comments have either been dealt with in the body of the report or by way of recommended conditions.

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. Planning obligations should be:

- 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

'Saved' policy R17 of the Unitary Development Plan (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

- i) Affordable Housing: 36 units (30% London Affordable Rent; 30% Shared Ownership; and 40% London Living Rent. (as agreed with the Local Planning Authority (LPA)) and 4 units shall be wheelchair adaptable.
- ii) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.
- iii) Car parking allocation and management scheme;
- iv) Refuse and delivery management scheme;
- v) A Construction Logistics Plan
- vi) A Delivery & Service Plan (including details of access and parking for emergency services).
- vii) Public Realm Improvement Works (repaving of footways adjacent to development)

viii) Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (with the exception of Blue Badge holders).

ix) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi) Construction Training: either a financial contribution or an in-kind training scheme.

xii) Canal improvements contribution £6,760

xiii) Carbon off setting contribution £139,200

xiv) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 104 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None identified.

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 revised application seeks to redevelop existing COMAG site to provide 104 residential units and a community facility. The proposal provides a well considered scheme which would improve the quality of the existing site and provides a development that is of an appropriate scale and height. The proposal would enhance the quality of the streetscene by providing an active frontage and repaving the adjacent footway. The proposal includes good quality amenity space that links the site from Tavistock Road through to Bentick Road. Policy compliant levels of car parking and cycle parking is proposed.

It is considered that this re-designed scheme at Winnock Road and the reduced height and scale overcomes the reason for refusal under Ref: 24843/APP/2017/2974 (19-12-2017). It is expected that the scheme will regenerate and enhance this site within the Yiewsley/West Drayton Town Centre and will continue to set a benchmark for good quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality.

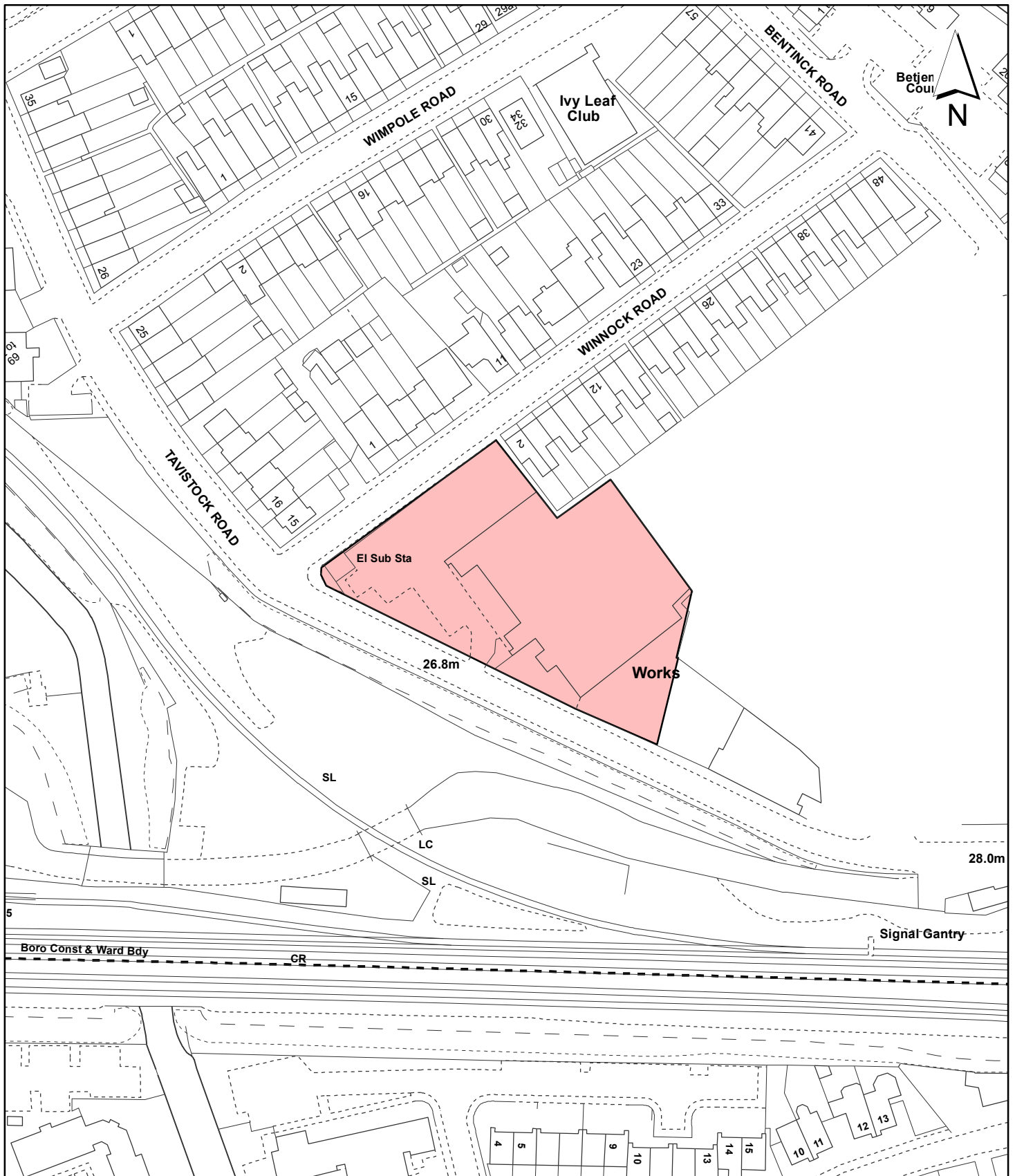
For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions.

11. Reference Documents


The Hillingdon Local Plan: Part 1 (November 2012)
Hillingdon Local Plan: Part 2 (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
COMAG	
Planning Application Ref:	Scale
24843/APP/2018/269	1:1,250
Planning Committee	Date
Major Application	March 2018

LONDON BOROUGH OF HILLINGDON

Residents Services

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



Report of the Head of Planning, Sport and Green Spaces

Address MALT HOUSE, 281 FIELD END ROAD RUISLIP

Development: Demolition of existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works.

LBH Ref Nos: 23156/APP/2017/4464

Drawing Nos: AA3143 2507 Rev A - Proposed Ground Floor Plar
AA3143 25019 - AD Part M4(3) - Unit Layout:
Energy Statement - J2215 Issue 02.1
Preliminary Geoenvironmental and Geotechnical Assessment
Daylight and Sunlight Study
Noise Report - PC-16-0179-RP1 REV A
Tree Survey Report Revision B
AA3143 - Design & Access Statement
AA3143 2502 Rev - Existing Ground Floor Plar
AA3143 2504 Rev - Existing Second Floor Plar
AA3143 2503 Rev - Existing First Floor Plar
AA3143 2505 Rev - Existing Elevations
AA3143 2506 Rev - Proposed Site Plar
AA3143 2511 Rev - Proposed Roof Plar
AA3143 2509 Rev - Proposed Second Floor Plar
AA3143 2508 Rev - Proposed First Floor Plar
AA3143 2510 Rev - Proposed Third Floor Plar
AA3143 2513 Rev - Proposed Elevations (Sheet II
AA3143 2515 Rev - Proposed Elevations in Context
AA3143 2512 Rev - Proposed Elevations (Sheet I
AA3143 2514 Rev - Proposed Elevations in Context
AA3143 2501 Rev - Existing Site Plan and Photos
AA3143 2516 Rev - Accommodation Schedule and Uni
AA3143 2500 Rev - Location Plar
2. 10 11756_CIV_200_Drainage Layout Site /

Date Plans Received: 11/12/2017 **Date(s) of Amendment(s):** 22/02/2018
Date Application Valid: 11/12/2017 11/12/2017

1. SUMMARY

The proposed development would provide a single 4-storey block of flats facing onto Field End Road and a separate row of three detached dwellings facing onto Sunningdale Avenue.

The proposal has addressed concerns regarding the overall bulk of the development and subsequent impact upon the character and appearance of the surrounding area which resulted in the previous scheme being refused.

The proposed development is policy compliant in respect of Affordable Housing provision.

The proposed development would not result in unacceptable degradation of the amenities

of neighbouring residents. The accommodation and amenity space provided for future occupants complies with relevant Policy standards and would, therefore, provided acceptable living conditions.

Parking would be provided at a suitable level and overspill on to the surrounding highway network would be prevented through prohibiting future occupants from applying for resident parking permits.

Accordingly, the application is recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) That the Council enter into a Statement of Intent/Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

37% Affordable Housing with 70% Social Rented and 30% Shared Ownership.

(ii) ENERGY

Contribution of £44,508

(iii) CONSTRUCTION TRAINING:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iv) TRAVEL PLAN:

To include £20,000 Bond

(v) PROJECT MANAGEMENT & MONITORING FEE:

5% of total monetary contributions

NON-MONETARY CONTRIBUTIONS:

(i) PARKING PERMITS:

Agreement to prevent future occupants from applying for car parking permits within existing and future parking zones/schemes and Council Car Parks in the vicinity of the site (with the exception of Blue Badge holders).

(ii) HIGHWAY WORKS:

The S278/S38 is required for all highways works at the site access, including, but not limited to:

- a) Access works to the site;
- b) Re-provision of 4 x permit parking bays;
- c) Relocation or replacement of any street trees lost as a result of the development;

B) That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 20th June 2018, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, highways works, Travel Plan, parking, construction training or project management). The proposals therefore conflicts with Policy R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement to issuing the decision:

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, numbers:-

- AA3143-2500;
- AA3143 2506;
- AA3143 2507 Rev A;
- AA3143 2508;
- AA3143 2509;

AA3143 2510;
AA3143 2511;
AA3143 2512;
AA3143 2513;
AA3143 2514;
AA3143 2515;
AA3143-2519;

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).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting documents:

Design & Access Statement;
Tree Survey Report Revision B;
Noise Report - PC-16-0179-RP1 REV A;
Daylight and Sunlight Study;
Preliminary Geoenvironmental and Geotechnical Assessment;
Energy Statement - J2215 Issue 02.1

Thereafter the development shall be retained/maintained in accordance with these details 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).

4 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root

areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM9 Landscaping (car parking & refuse/cycle storage)

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 41 bicycles for the flatted development;
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 5 parking spaces are served by active electrical charging points and a further 5 by passive electrical charging points) showing 24 spaces;
 - 2.e One motorcycle parking space;
 - 2.f Hard Surfacing Materials
 - 2.g External Lighting

3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.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.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

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 BE 13, BE 38 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016)

7 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES11 Play Area provision of details

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in

accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

9 NONSC Non Standard Condition

Notwithstanding the plans hereby approved, detailed plans for plots 1, 2 and 3 showing a revised materials strategy shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development and, thereafter, the development shall be constructed in accordance with those approved plans.

REASON:

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

10 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 BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

11 RES22 Parking Allocation

Prior to the commencement of development, a parking allocation scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The car parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development. There shall be no sale or rental of parking spaces to any third parties.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

12 H8 Surfacing and marking out of access/parking/servicing areas

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

13 RPD14 Glazing to balconies

Details of balcony privacy screening shall be submitted to, and approved, by the Local Planning Authority prior to commencement of development. The approved screening shall

be retained for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

14 COM31 Secured by Design

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

15 OM11 Floodlighting

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

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Non Standard Condition

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

The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. This rate should be presented per hectare as well as the total for the whole site.
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

iv. Where infiltration techniques (soakaway) a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

b) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

c) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan

ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iiii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (2016) and to be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (2016), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (2016). National Planning Policy Framework (March 2012), and the Planning Practice Guidance (2014).

17 NONSC Non Standard Condition

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to negatively impact on local underground sewerage utility infrastructure in conflict with Policies 5.13 and 5.15 of the London Plan (2016)

18 OM19 Construction Management Plan

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

(i) The phasing of development works

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

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE 1 of the Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Non Standard Condition

Prior to the commencement of any works, a Delivery and Servicing Plan shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

20 COM21 Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission between adjoining units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE 1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

21 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide renewable energy generation contained within the submitted report entitled Energy Statement J2215 issue 02.1 shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (2016) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

22 NONSC Non Standard Condition

Construction of any roof mounted solar panels shall not commence until details of the design, scale and all external finishes and materials 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.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

23 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouses nor any garages, sheds or other outbuildings shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE 21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 RPD14 Glazing to balconies

Full details of all balcony privacy screening including obscure materials and set back from balcony edges shall be submitted to and approved in writing by the Local Planning Authority. The approved detail's shall thereafter be constructed and maintained for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties and to ensure the amenity space provided in accordance with policies BE 23 and BE 24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
H4	Mix of housing units
H8	Change of use from non-residential to residential
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.10	(2016) Definition of affordable housing
LPP 3.11	(2016) Affordable housing targets
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency

LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4 I1 **Building to Approved Drawing**

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

5 I12 **Notification to Building Contractors**

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

6 I13 **Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS

(Tel. 020 7556 2100).

7 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.

8 I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

9 I19 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 I24 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

11 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building

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

12 I43 Tree(s) Protected by a Tree Preservation Order

Within the application site there is a tree that is / there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

13 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

14 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).

15 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

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

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

booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

16 173 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

The site is currently occupied by an L-shaped 3-storey office building which fronts Field End Road and then extends at right angles along Sunningdale Avenue. The Field End Road elevation, where the main entrance to the building is located, faces directly onto the pavement which, itself, flanks lay-by parking. The Sunningdale Avenue elevation is set further back from the highway, with a grass verge provided between the building and the wider pavement. A narrower grass verge borders the carriageway and includes well spaced tree planting.

To the rear of the building is a hard surfaced car parking area which is accessed by way of a dropped kerb on Sunningdale Avenue. The car park is bordered by hedging and other landscaping which marks the boundaries shared with residential properties at 171 and 173 Woodlands Avenue to the north and 2 Sunningdale Avenue to the east.

The two aspects of the existing building form part of differing street scenes. Field End Road is a Local Distributor Road and the site is within 60 metres of Ruislip Town Centre to the north, which is characterised, predominantly, by 3-storey blocks of flat roof buildings which have retail use at ground floor level with office and residential uses on upper floors. There are also clusters of residential flats housed within similar buildings. To the south of the building, moving further away from the town centre, the scale of buildings reduces and two-storey residential dwellings are the most common presence. This is also the case for Sunningdale Road where the combination of lower density two-storey residential development and mature street landscaping generate a more suburban character and appearance.

The site is located within approximately 180 metres of Eastcote Underground Station. There are also bus stops nearby on Field End Road and Southbourne Gardens. The PTAL score for the site is 3, which is moderate.

There is open green space nearby at Cavendish Recreation Ground approximately 210 metres to the south and on Columbia Avenue to the west.

3.2 Proposed Scheme

The proposal involves the demolition of the existing building (for which consent is already in place under 23156/APP/2016/3229) and replacement with a part 3, part 4-storey flat roof building facing onto Field End Road and a row of three detached two-storey dwellings facing on to Sunningdale Avenue.

The proposed 3/4-storey building is a flat roof structure that would accommodate 24 residential units, comprising the following:-

- 7 x 1 bed flats;
- 4 x 2 bed maisonettes;
- 10 x 2 bed flats;
- 3 x 3 bed flats;

10 of the units (37% of overall units within the development) would provide affordable housing. These units are distributed over the ground and first floor of the proposed building and consist of:-

- 3 x 1 bed flats;
- 4 x 2 bed maisonettes;
- 1 x 2 bed flat;
- 2 x 3 bed flats;

The proposed detached two-storey dwellings would all be 3 bedroom units. None of these units would provide affordable housing.

The flatted development would be served by a total of 18 car parking spaces, consisting of 17 spaces positioned to the rear of the building and a disabled bay adjacent to the southern elevation which would have its own access taken from Sunningdale Avenue.

The detached dwellings would each have two parking spaces provided on driveways to the front with dropped kerb access from Sunningdale Drive.

3.3 Relevant Planning History

23156/APP/2016/1284 Malt House, 281 Field End Road Ruislip
Change of use from office (Use Class B1) to 3 x studio, 13 x 1 bed and 14 x 2 bed flats (Use Class C3) (Prior Approval Application)

Decision: 17-06-2016 Approved

23156/APP/2016/3229 Malt House, 281 Field End Road Ruislip
Demolition of vacant office building (Application for prior notification of proposed demolition)

Decision: 22-09-2016 Approved

23156/APP/2016/3429 Malt House, 281 Field End Road Ruislip

Erection of four storey residential building comprising 26 flats (7 x 1 beds; 16 x 2 beds; and 3 x 3 beds) and erection of 4 terrace houses with associated car parking, landscaping, access, and related works following demolition of existing building.

Decision: 20-01-2017 Refused

Appeal: 24-07-2017 Dismissed

Comment on Relevant Planning History

A prior approval application to convert the existing office building to residential, accommodating a total of 30 x flats, was approved under 23156/APP/2016/1284.

Permission to demolish the existing building has been granted under 23156/APP/2016/3229.

A previous application for a 3/4 - storey residential building facing onto Field End Road and a row of 4 terraced dwellings was refused under 23156/APP/2016/3429. The reasons for refusal were:-

- The visual impact of the buildings and their effect on the character and appearance of the surrounding area;
- A shortfall in external amenity space for future occupants;
- Insufficient off-street parking;
- Absence of legal agreement for affordable housing provision, construction training and highway / environmental improvements.

An appeal against the decision was dismissed by the Planning Inspectorate. However, the Planning Inspector did not support the use of insufficient car parking as a reason for refusal and awarded the applicant costs on these grounds.

An amended Planning Obligation was included with the appeal and was deemed to be acceptable by the Council and the Inspector.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE39 Protection of trees and woodland - tree preservation orders
- H4 Mix of housing units
- H8 Change of use from non-residential to residential
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 3.10 (2016) Definition of affordable housing
- LPP 3.11 (2016) Affordable housing targets
- LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-use schemes
- LPP 3.13 (2016) Affordable housing thresholds
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential

LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th January 2018**

5.2 Site Notice Expiry Date:- **17th January 2018**

6. Consultations

External Consultees

The application was advertised publicly by way of notices posted adjacent to the site and in the local

press. In addition, letters were sent to the owners / occupants of neighbouring properties to inform them of the proposed development and invite comments.

5 Letters of Objection Received (Summarised):

There will be direct views from balconies towards neighbouring bedrooms;
There is insufficient parking provided;
Unacceptable noise;
Building will be higher than existing structure;
Drainage would not be able to cope;
Concerns over security of car park which may encourage break ins at neighbouring properties;
Balconies would be exposed to noise in excess of recommendations of BS8233: 2014 and would not be usable amenity space;
Could result in piecemeal development when neighbouring sites are developed;
Balconies will be used for domestic detritus;
Excessive noise would impact on neighbouring business;

1 Letter of Representation:

Vast improvement on the previous application with the incorporation of the town houses;
Limiting heights should be imposed to prevent height creep as a result of plant and ducting;
Neighbours were not consulted as stated in the Design & Access Statement;
The light study fails to identify that the upper floors of 167 169 171 & 173 Woodlands Avenue are separate dwellings in their own right.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS):

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site does not lie within an Archaeological Priority Area and has low archaeological potential for all periods reflecting a paucity of recorded archaeology in the vicinity. and its historical location within fields. The site will also have been disturbed by modern development.

No further assessment or conditions are therefore necessary.

METROPOLITAN POLICE:

I have reviewed this development and note that within the Design and Access Statement, it is the clients desire to achieve Secured by Design accreditation, as stated on page 57.

In addition to this, the crime analysis details high levels of crime in the area. I would therefore ask that this development is conditioned to achieve Secured by Design accreditation.

TRANSPORT FOR LONDON (TfL):

The site records a moderate Public Transport Access Level (PTAL) of 3, with Eastcote LUL station and local bus stations within a short walking distance. As such, parking provision should be below the current maximum London Plan car parking standards. It is understood that the proposal includes 18 car parking spaces for the proposed 24 residential apartments/ studio, this is accepted. However, the 3 houses proposed are understood to be 3 bed units, therefore the provision of 2 car parking spaces for each house exceeds the London Plan standards, and this is not accepted. TfL requests that only 1 parking space be provided for each of the houses, in light of the site's PTAL and

the need to reduce car ownership/ congestion and improve air quality in London.

In line with London Plan policy, electric vehicle charging points (EVCP) must be provided for 20% of the car parking spaces on site with a further 20% passive provision. The absence of EVCP provision in the proposal is not acceptable.

The applicant has provide no clear details in the Transport Statement on where and how and quantity of cycle parking which is committed to provided, this is unacceptable. Therefore, the applicant must clarify this and the final approval of details be secured by condition.

The Council shall impose restriction to exclude future residents' eligibility for local parking permits by legal agreement.

It is welcomed that the applicant has committed to provide a Travel Plan, this should be secured the delivery of the plan by condition/ legal agreement.

The Council shall secure the submission of a Delivery & servicing plan (DSP) and Construction Logistics Plan (CLP) by conditions accordingly.

Internal Consultees

ACCESS OFFICER:

Whilst the effort to intersperse the wheelchair accessible accommodation throughout the development is ordinarily welcomed, in this instance, however, it would be preferable to not specify the proposed maisonette accommodation as wheelchair accessible.

Plans for the wheelchair accessible units should be amended to demonstrate that the prescribed standards can be incorporated without the need for post-construction alterations, including lift provision from the entrance storey to a main bedroom and bathroom, as appropriate.

Particular attention should be paid to the clear access zones within the entrance level WC, and spatial requirements within entrance lobby for wheelchair charging and storage, kitchen, bedrooms and bathrooms.

The plans should be amended to demonstrate compliance with the technical specifications within Approved Document M to the Building Regulations (2015 edition).

OFFICER COMMENT: Additional plans (AA3143-2507 Rev A and AA3143-2519) were submitted in response to these comments and the Access Officer has confirmed that they are satisfied with the details provided.

HIGHWAYS:

The proposal would normally require a total of 42 on-site spaces to fully comply with Hillingdon's adopted maximum parking standards henceforth there is an overall under provision. However the site has been subject to a previously refused application of a comparable scale and development type with a similar overall site parking ratio to that now proposed. This refusal was subsequently appealed. Although the appeal was dismissed the Planning Inspectorate accepted a similar ratio for this similar development and disagreed with the Council's refusal based partly on a sub-standard parking ratio.

On this premise the level of parking provision for this site is considered acceptable further justified by the moderate PTAL of 3 which assists in promoting a modal shift toward sustainable travel coupled with substantive parking controls in the area which would inherently reduce the likelihood of

untoward parking displacement onto the public domain. To further assist in this aim it is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which exhibits a Controlled Parking Zone.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCP) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 5 EVCPs for 'active' provision with a further 5 spaces acting as 'passive' provision for future activation. In terms of the 'passive' provision it is feasible that these can be provided and increased in number on a demand led basis monitored and controlled within a parking management strategy (PMS) regime and therefore would be considered acceptable within that context. The applicant would need to indicate and incorporate this aspect.

10% of parking spaces should be disabled compliant equating to 2-3. One space is proposed which is below par however any additional provision would reduce the already low ratio of on-site parking provision/availability which could incur undesirable and injudicious/obstructive parking within the site itself with potential of detrimental overspill onto the highway. Hence the slightly lower provision is accepted within this context.

In terms of cycle parking there would be a provision of 15 secure and accessible spaces for the flatted element with 2 spaces for each of the 3 private market houses. The applicant has indicated as such and therefore conformed to Hillingdon's cycle parking standard.

The applicant has applied the TRICS database to determine the trip rates for the proposed residential use. When comparing the prior office use to the prediction traffic generation, it is accepted that there would in fact be a net reduction in movements during both the morning and evening peak hour traffic periods. A two-way movement not exceeding 10 vehicles per hour during both peaks would be anticipated which is considered de-minimus in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

The current access arrangement is provided directly adjoining no.2 Sunningdale Avenue (north side). It is proposed to create a new access some 20m west of the existing. This is accepted in principle but it is highlighted that i) once the existing access is extinguished it will be necessary to reinstate the adjacent raised kerbing on the public footway to maintain footway/roadway continuity and ii) a loss of several on-street parking bays will result when the new access is created. The latter can however be remedied by a re-provision of bays adjacent to the old access point once removed. The new access and will need to be created to an appropriate council standard under a S278 (Highways Act 1980) agreement. The parking bay re-provision would also be inclusive to this process.

A Travel Plan has been submitted and broadly conforms with Transport for London's (TfL) guidelines as it addresses all good mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a personal travel mode to and from the site. The TP will need to be secured under planning condition.

A full and detailed Construction Logistics Plan will be a requirement given the constraints and sensitivities of the local and classified road network in order to minimise/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

OFFICER COMMENT: The amount of cycle parking required is 41 spaces to serve the flatted development. The correct number of cycle parking spaces can be secured by condition.

FLOODING & DRAINAGE:

It is supported that Water Butts are included within the proposal along with permeable car parking surfaces. The drainage should be linked with the landscaping proposals and allow for exceedance flows to utilise these areas. However an assumed discharge rate of 5l/s is not acceptable, and the storage volumes revised so that it is reduced should be reduced to an appropriate level closer to the greenfield rates established within the report. Therefore the SuDs condition is requested to allow the report to be revised appropriately.

LANDSCAPE DESIGN OFFICER:

The site has been the subject of previous applications including ref. 2016/3429, which was refused.

A Tree report, by Encon Associates (revised on 7 July 2017), has assessed the condition and value of trees on, or close to, the site. The report confirms that the following trees will be removed to facilitate the development: T2, the highway cherry tree (grade C2) and T3, the lime tree on the eastern boundary (C2 grade). - According to BS5837, the poor quality of these trees means that they would not be considered a constraint on development.

The report also confirms that the landscape layout of the proposed scheme includes more than twenty new / replacement trees. PRP's Design & Access Statement includes a carefully considered section (5.0) on landscape which explains the opportunities, constraints and the design strategy for the hard and soft design layout. This is supported by a Landscape Layout Proposals (dwg. No. AL3143_2001) indicating that there will be approximately 20 No. trees and other soft landscaping within the central courtyard and a further 9 No. trees within the front gardens facing Sunningdale Avenue.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

No objection subject to conditions.

URBAN DESIGN:

The current proposals have been compared to the previous submission:

Field End Road building

The scale and massing of the flats building remains relatively unchanged. Issues raised by the inspector in relation to its bulk and the dominance of the corner block on the street scene have been addressed through the revisions to the design of the dwellinghouses and the spacing provided between the two elements of the scheme. The general massing and layout of the Field End block is therefore considered to be acceptable.

The Inspector also stated that the change in scale and massing from the four-storey block to the detached housing on Sunningdale Road is jarring and detrimental to the streetscape. With the proposed revisions to the terrace housing on Sunningdale Road and increased distance between the flat block and detached (previously terraced) houses, has reduced the impact of the scale difference. Also the enhancement of the corner feature of the block provides a markpoint for the townscape setting, which is not disproportionate to the scale or materiality of the rest of the proposed scheme. Therefore this is not a concern for the Design Officer.

The non-alignment of the ground floor plane with the adjacent Television House has been highlighted as an issue in the previous application. In the current application there is an alignment in the horizontal brick banding that does address the plinth and proportion of the neighbouring building. Also, a large proportion of the ground floor has been pushed back to create additional private amenity space and increased buffer to the street, which is welcomed. It also reinterprets the plinth feature at the ground level, which in effect creates a shadow gap to reinforce the base. The facades above are realigned to the existing building line, and throughout the corner marker building, both help

to further enhance the interpretation of the plinth.

Whilst the inspector raised concerns with regards to window sizes and alignment, currently the windows of Malt House are of different size and proportion to Television House (which is a commercial use), so a different shape window, reflecting its residential use, is considered acceptable.

The choice of materials, finishes and colours is questioned. The predominant brick colour on Field End Road are red, brown and buff tones. The light and dark grey bricks do alienate the building from its surroundings and depict a hard engineering finish which conflicts with the intended residential use and is compounded further by the lack of reference to the townscape and character setting. For this reason a condition needs to be placed on the materials in order to mitigate this concern post-planning.

The rear of the flats would need to function as a high quality semi-private space, accommodating car parking and the communal amenity space, as well as being the front entrance to most of the proposed dwellings. A closed-panel fence boundary is not appropriate for such a space. All boundary treatments that interface with the back courtyard should be brick and detailed to create a synergy with the rest of the development.

Sunningdale Road elevation

The four terraced units on Sunningdale Road have been replaced by three detached dwellings. The styling of the building has changed significantly from the previous application to match the height and proportions of neighbouring dwelling, and to include a pitched roof with gable end facing the street. This is in effect an interpretation of the predominant 'Metroland' typology along Sunningdale Rd and the wider area. However, the proposal still lacks detail to the elevation of the houses, as they appear very flat and stark, when considering the predominant 'Metroland' setting. Also the roofline could work harder to alleviate the flat elevation through a discreet overhang and/or splays at the eaves, for example. These are subtle features that would reference the 'Metroland' style and reduce the overall 'boxiness' of the proposed houses.

Options for the design of the houses have been previously issued for comment. However, there was very little difference between the options presented. The chosen 'preferred' option was done so on the basis that further design development would occur - not a choice of the final design.

Elevation materials include light and dark grey brick. These refer to the materials used for the apartment building, which there is some logic to, but conversely this approach introduces new material/colour palette to Sunningdale Road. Despite this, the two contrasting colours are not used to create a plinth feature as suggested in previous comments, which is still a concern. Also the lack of bay feature, which could be interpreted through use of materials/ colour palette, is still lacking. Again this would all help to add some finesse to support a modern interpretation of the Metroland style.

Generally the choice of materials, finishes and colours is questioned. The predominant brick colour on Sunningdale are red, brown and buff tones, with black and white contrasts at the plinth or roof level. The light and dark grey bricks does serve to alienate the building from its surroundings, by depicting a hard engineering finish, which conflicts with the intended residential use, and is further compounded by the lack of reference to the townscape and character setting.

The western elevation of the end unit at the entrance to the courtyard remains a blank wall, although the length and height are reduced from previous proposal. Nevertheless, the introduction of a window(s) to overlook the entrance would be welcomed, in particular in light of the comments regarding the boundary treatment of the private rear garden (see below), which would extend the area of blank wall.

The area in front of the dwellings now includes an area for soft landscaping.

Boundary treatment has changed from railings to a dwarf walls with metal railings on top.

To the back of the dwellings are small back gardens. Railings to the private gardens as shown on the elevation drawings would serve to provide surveillance but are likely to be replaced with timber panels by future residents wishing for privacy. Therefore, a brick wall to the back gardens would also be preferable.

SUMMARY:

The proposed flat block is acceptable with the planning conditions in place regarding materials and colour palette to address the outstanding concerns. The detached houses do start to convey a contemporary interpretation of the Metroland setting. However, further work is required with regards to detailing and a revised materials strategy that can be resolved through the conditions set out above and below. Overall, both the flatted development and houses do serve to create a better transition between the suburban Sunningdale Road and the more urban Field End Road environments, which is welcomed. Also the introduction of duplexes to create more variety in the residential typologies proposed, in addition to the houses. The unit mix and tenure split is balanced approach to quantity and quality of the overall development, that will create added benefit for the wider community through the delivery of more affordable housing, which is welcomed in this location.

RECOMMENDATION:

On-balance approval, considering effort has been deployed to address the previous design issues for the refused scheme. However, an approval can only be supported if conditions are placed on the materials, detailing and colour palette. Also the adjustments to boundary treatments within the development, and window(s) to side elevation of the house at the entry point to the courtyard.

ENVIRONMENTAL PROTECTION UNIT (EPU):

No comments received. Comments received on the previous planning application are provided below and confirm there is no objection in principle on environmental grounds:

"No objection, subject to conditions relating to noise mitigation for future residents and control of dust during demolition/construction to prevent harm to existing neighbouring properties."

OFFICER COMMENT: The above would be secured by condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an established built-up area which is not subject to any special designations or constraints that would restrict or prohibit development.

The site is considered to represent 'brownfield' land as it has been completely built upon through a combination of the existing office building and the surrounding hardstanding. Para. 17 of the National Planning Policy Framework (NPPF) sets out a series of overarching core land use planning principles. One of these principles states the following:-

'encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;'

The site is not within any specially designated area or sensitive area in terms of environment and ecology and is hard surfaced or built upon in its entirety. It is therefore considered that it should not be regarded as possessing high environmental value.

It is considered that the proposal represents an efficient and appropriate re-use of previously developed land and that principle of the proposed development is therefore acceptable.

LOSS OF OFFICE USE:

The site is not located within an Industrial and Business Area (IBA). The proposal involves

the removal of the existing building and replacement with residential development. Policy LE 4 of the Local Plan sets out circumstances in which the loss of a commercial use outside of an IBA would be acceptable, these being as follows:-

(i) the existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area; or

(ii) the site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access; or

(iii) there is no realistic prospect of the land being used for industrial and warehousing purposes in the future; or

(iv) they are in accordance with the council's regeneration policies for an area.

The current office use does not result in any unacceptable negative impact upon amenity. The site is considered to be suitable for office use and to be accessible. However, the offices have now been vacant since 2015 and the applicant has referred to the GLA's London Office Policy Review (2017) which identifies Hillingdon as having an over-supply of pipeline office development (figure 9.16). The applicant also states that the age and condition of the building mean that significant capital investment would be required to bring it up to suitable standards for modern office use.

In addition, it must be noted that the existing building benefits from permission for conversion to residential accommodation under Change of Use Prior Approval legislation under 23156/APP/2016/1284.

It is considered that a purpose built residential development would provide better living standards for future occupants and would also provide a more positive contribution to the character and appearance of the surrounding area by way of associated enhancements such as landscaping. This is supported by para. 7.3.9 of the London Plan Housing SPG (2016) which states that:-

'change of use from office to residential floorspace under permitted development rights can lead to sub-optimal planning outcomes when compared with the comprehensive, planned redevelopment...' and that 'it may also fossilise aged and unattractive buildings in important townscape areas and at the same time potentially hinder land assembly and more comprehensive and higher density forms of redevelopment.'

As such, the change of use of this site to provide more efficient redevelopment is considered to be acceptable.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to optimise housing potential and includes a sustainable residential quality (SRQ) matrix for calculating the optimal density of residential development of a particular site. Optimal density levels vary based on the Public Transport Access Level (PTAL) score for the area in which the site is located, the character of the area (central, urban or suburban) and the type of accommodation being provided (based on the amount of habitable rooms per unit).

It is considered that the site is located within an urban setting, as defined within notes to Table 3.2 of the London Plan (2016) due to the surrounding area including a mix of uses, its positioning on a Local Distributor Road and the proximity to Eastcote Town Centre and

Eastcote Underground Station.

The PTAL score for the site is 3 which identifies the area as having moderate level of public transport accessibility. Having consulted the matrix, the optimal residential density for the development of this site to provide what equates to an average of 3.1 rooms per dwelling (average across development) would therefore be between 55 to 145 units per hectare or 200 - 450 habitable rooms per hectare.

The proposal involves the provision of 27 residential units on a site which has an overall area of approximately 2,430 m² (0.24 hectares). The density of the proposed development therefore equates to approximately 111 dwellings per hectare or 344 habitable rooms per hectare. The development can therefore be regarded as representing an optimal use of the site, towards the middle recommended density spectrum.

It is therefore considered that the proposed development accords with London Plan (2016) Policies 3.4 and 3.5.

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

The site is not located within any designated area with regard to heritage status. The nearest Conservation Area is Eastcote (Morford Way), approximately 325 metres to the north of the site whilst the nearest Listed Building is Eastcote Underground Station approximately 175 metres to the north.

Given the separation distances involved, it is not considered that the proposed development would negatively impact upon the setting of the Conservation Area or the Listed Building.

The site is not in a location that is archaeologically sensitive. The Greater London Archaeological Advisory Service have raised no objection to the development.

7.04 Airport safeguarding

The proposed building is less than 15.2 metres in height and, as such, falls below the threshold for consulting MoD or Heathrow Safeguarding.

7.05 Impact on the green belt

The site is not in, or within close proximity of, the Green Belt.

7.07 Impact on the character & appearance of the area

The proposed development is located on a corner plot with elevations facing on to Field End Road and Sunningdale Avenue.

The main site frontage is along Field End Road and will be flanked by the 3/4-storey block of flats. The front elevation of the block, at first and second floor level, will be built in line with the edge of the pavement, following the established building line on the street. A large extent of the frontage would be recessed at ground floor level to allow for an adequate buffer zone to be provided. The side elevation of the block, which faces onto Sunningdale Avenue, is set back from the pavement, respecting the building line maintained on this street. A gap is maintained between the flat block and the three detached dwellings which will also face on to Sunningdale Avenue. This will help provide a clear transition between the higher density development and larger buildings on Field End Road and the more domestic scale of development on Sunningdale Avenue.

The proposed flat block is a flat roof structure which is similar in scale and mass to the existing office building whilst introducing a higher quality design than is currently present. Whilst taller than the existing, the articulation of the building frontage, including recessed

ground and third floor elevation walls and the varied palette of materials help prevent it from appearing overly dominant or oppressive within the Field End Road street scene. The roof top height of the three-storey element of the building would match that of the adjoining building (269 Field End Road 'Television House') ensuring a smooth visual transition between the two structures.

The relationship of the built area of the site with Sunningdale Road is considered to be improved as the existing monotonous three-storey elevation wall which faces onto the street and extends to within close proximity of the adjacent two-storey dwelling would be replaced by a small section of the flat block consisting of its side elevation and a well spaced group of two-storey dwellings which are far more sympathetic towards adjacent dwellings and the street scene as a whole.

The grass verge area that runs alongside the existing building would not be built upon but would be incorporated into the amenity space for a 3 bedroom ground floor flat. The visual amenity value of this space would be enhanced through additional landscape planting, including tree planting that would assimilate with the existing street trees that are a characteristic of Sunningdale Avenue.

The development would have active frontages on Field End Road and Sunningdale Road, improving the environment on Sunningdale Road in particular where the current buildings does not engage well within the wider street scene.

It is therefore considered that the proposal has addressed the objections raised against the bulk and mass of the previous scheme through effective rearrangement to the Field End Road frontage and, more significantly, the reduction in the amount, and scale, of dwellings to be provided on Sunningdale Avenue, which reduces the overall impact of the development on the part of the site at the junction between Field End Road and Sunningdale Avenue.

It is therefore considered that the proposed development would result in acceptable visual impact and provide spatial characteristics which relate to the surrounding area and, as such, is in accordance with Policies BE 13 and BE 19 and London Plan Policies 7.4 and 7.6.

7.08 Impact on neighbours

The proposed flat building would adjoin Television House, a building of a similar height, with its front and rear elevations being aligned with it. Television House currently accommodates commercial and recreational uses. The nearest residential units are on the opposite side of Field End Road, some 39 metres to the west, the opposite side of Sunningdale Avenue, some 24 metres to the south, and No. 2 Sunningdale Avenue, which is located approximately 2.5 metres from the dwelling occupying Plot 3 of the development although it should be noted that this is a flank wall to flank wall arrangement.

The proposed dwelling at plot 3 would project slightly further to the rear than the adjacent dwelling, 2 Sunningdale Avenue, but only to a distance of approximately 1.8 metres and, as such, it would not appear overbearing or cause undue overshadowing of the neighbouring property or garden. The main flat building is a sufficient distance away to not appear oppressive or cause unacceptable overshadowing, with its overall impact on neighbouring amenities being similar to the existing building occupying the site.

Habitable room windows on the Field End Road elevation of the flats would face towards properties on the opposite side of the road, as would those windows serving the flats and

detached dwellings facing onto Sunningdale Avenue. Distances in excess of the Residential Layouts standard of 21 metres would be maintained. Windows on the rear elevation of the flats would face towards rear gardens on Sunningdale Avenue, some 35 metres to the east. Any views from windows that would be within less than 21 metres of habitable room windows serving the proposed detached dwellings would be at an oblique angle that would prevent intrusive views. All habitable room windows on existing dwellings on Sunningdale Avenue and Woodlands Avenue are well in excess of the minimum 21 metre separation distance required by the SPD.

A condition requiring details of obscure screening for all balconies and terraces would be attached to any approval given in the interests of privacy and safety.

It is therefore considered that the proposed development accords with Policies BE 20, BE 21, BE 22, BE 23, BE 24 and OE 1 of the Local Plan.

7.09 Living conditions for future occupiers

INTERNAL SPACE:

The proposed development provides a mix one, two bedroom and three bedroom units. Policy 3.3 of the London Plan (2016) sets out minimum Gross Internal Area (GIA) standards for new dwellings. These figures are informed by DCLG's Technical housing standards - nationally described space standard (2015).

All of the residential units meet or exceed the the minimum space requirement set out in the guidance. All windows serving habitable rooms would have clear glazed windows and an adequate degree of unobstructed outlook, allowing for the permeation of natural light into those rooms and ensuring internal spaces do not feel overly enclosed. No habitable room windows will be subject to unacceptable overlooking from windows on neighbouring properties or from other properties within the proposed building. Privacy screens are to be provided on balconies and roof terraces in order to safeguard the privacy of neighbouring occupants.

All of the 3 bedroom flats and dwellings are dual aspect. None of the single aspect units are north facing and all have a wide frontage including a number of windows. The layout of the single aspect units also avoids corridors and the depth of habitable rooms is kept fairly low so as to allow for adequate sunlight and ventilation provision, in accordance with para. 2.3.40 of the London Plan Housing SPG (2016).

EXTERNAL SPACE:

Para. 4.17 of the Residential Layouts SPD stipulates that shared amenity space for flats and maisonettes should be provided as follows:-

- 1 bed bedroom flat - 20 m² per flat
- 2 bed bedroom flat - 25 m² per flat
- 3+ bedroom flat - 30 m² per flat

This equates to an overall requirement for the flatted block for 580 m² of amenity space.

Within the Field End Road block all units have direct access to private terraces and private balcony space. All balconies provide an amount of usable space in excess of the standards set out in the London Plan Housing SPG Standard 26, which requires 5 m² for 1 to 2 person dwellings an additional 1 m² per additional occupant.

The combined amount of private external space provided by terraces and balconies would amount to 285.5 m². This does not include terraces to the front of the duplex properties adjacent to Field End Road or a portion of external space at the corner of Field End Road and Sunningdale Avenue which are defined as 'front gardens' and therefore not usable amenity space.

A communal amenity space would be provided to the east of the main building, accessible from the main entrance and core. This area would provide 273.75 m² of space which would be overlooked by surrounding development, accessible by disabled people including people who require level access and wheelchair users and designed to take advantage of direct sunlight, in accordance with Standard 4 of the London Plan Housing SPG.

Para. 4.18 of the SPD states that 'where usable balconies or private garden space has been provided for individual units, the floorspace can be deducted from the calculation of outdoor amenity space.' The combined space provided by the private balconies and terraces and the communal area is 559.25 m². As such, there is a modest shortfall in amenity space for occupants of the flatted development. However, this shortfall is not considered to be so pronounced that it would justify a recommendation for refusal, particularly when taking into account the location adjacent to a Town Centre and proximity to local recreation grounds.

All residential dwellings are served by rear gardens that meet the 60 m² requirement for 3 bedroom dwellings as set out in para. 4.15 of Hillingdon's Residential Layouts SPD.

It is therefore considered that the proposed level of outdoor amenity space is appropriate for this development.

It is therefore considered that the proposal complies with Policy BE 23 of the Local Plan and Policy 3.3 of the London Plan.

PLAY AREAS:

The Mayor's Play and Informal Recreation SPG requires appropriate play provision to be included within developments with an estimated occupancy of 10 or more children, in accordance with London Plan Policy 3.6. As such, a condition would be attached to any approval requiring details of a suitable play area to be submitted to, and approved by, the Council prior to the commencement of development and for the play area to be incorporated into the development and maintained throughout its lifetime. This would be accommodated within the ground floor communal amenity area.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

PARKING:

The previous application provided car parking at a rate of 0.8 spaces per unit. This was deemed to be insufficient and was therefore included as a reason for refusal on that application. However, the Inspector, in dismissing the subsequent appeal against the decision, did not consider refusal on the basis of insufficient parking to be justified and, as a consequence, awarded costs against the Council.

The current scheme provides a total of 18 car parking spaces for the 24 flats (0.75 spaces per flat) which is a similar ratio to the previous scheme which included 21 car parking spaces serving 26 flats. Each dwellinghouse on Sunningdale Avenue would be provided with two off street car parking spaces.

Given the appeal costs award and the results of surveys presented in the accompanying Transport Statement, which indicates car ownership levels for flatted development within the surrounding area is 0.75 vehicles per unit, it is considered that the level of parking provided is acceptable.

Measures to prevent any future occupant, aside from blue badge holders, from applying for residents car parking permits will be incorporated within the Section 106 Agreement.

It is noted that the formation of new crossovers to serve the proposed dwellings, the main site access and the disabled parking bay would result in the loss of 6 existing permit spaces on Sunningdale Avenue. The Transport Statement confirms that 4 of these spaces would be re-provided on the opposite side of the road. This would be secured within the Section 106 / 278 agreement. The Council's Highway Engineer has considered this to be an acceptable arrangement.

A condition would be attached to any approval to secure the correct amount of cycle parking (41 spaces for the flatted development and 2 spaces for each dwelling), active and passive charging facilities for electrical vehicles (each at a ratio of 20% of overall parking) as well as a single motorcycle parking space, as per London Plan (2016) and Hillingdon's adopted parking standards.

It is therefore considered that the proposal would comply with Local Plan Policies AM 7, AM 8 and AM 14 and London Plan Policies 6.9, 6.11 and 6.13.

7.11 Urban design, access and security

The proposed development would provide good levels of surveillance towards the public realm and would not create any isolated or secluded areas that may encourage anti-social behaviour. External lighting would also be provided within the communal amenity space and car park.

The submitted Design & Access Statement states that the development will be built to achieve Secured by Design Certification. A condition would be attached to secure this.

The proposed development would therefore be in accordance with Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

The proposal meets the requirements of Policy 3.8 of the London Plan (2016) by providing 10% of dwellings to Building Regulation requirement M4 (3) 'wheelchair user dwellings' and the remainder to M4 (2) 'accessible and adaptable dwellings' standards.

The Council's Access Officer has assessed the submitted plans and is satisfied with all access arrangements and internal layout and adaptations, subject to the imposition of suitable conditions.

7.13 Provision of affordable & special needs housing

The proposed development would include 10 affordable housing units (37% of overall units or 43% when based on habitable rooms) and these would include a mix of 1, 2 and 3 bedroom units. The submitted Planning Statement maintains that 6 of the affordable units would be social rented and the remaining 4 would be intermediate.

The requirements of H 2 are fulfilled with the delivery of in excess of 35% affordable housing. Furthermore, the affordable housing units consist of a mix of unit sizes including 20% providing 3 bedroom accommodation.

7.14 Trees, landscaping and Ecology

The proposed development would result in the loss of a single street tree on Sunningdale Avenue. However, it is considered that this loss would be mitigated against through the provision of new street tree planting that would augment effectively with the existing pattern of street trees that line Sunningdale Avenue.

Hedging would be used to soften the impact of the low height (1.1 metre) boundary walls / railings that would mark the boundaries that flank Field End Road and Sunningdale Avenue. Tree and hedge planting would also be used to provide shading and cooling within the amenity space and car park.

The grass verge to the side of the existing building on the Sunningdale Road frontage would be largely maintained in the form of a lawn serving a ground floor 3 bedroom flat as well as lawns to the front of the proposed dwellings, which provide soft landscaping in excess of 25% of the site frontage, in accordance with Hillingdon's Residential Layouts SPD, para. 11.2.

It is therefore considered that the proposal would comply with Local Plan Policy BE 38.

7.15 Sustainable waste management

A bin store to serve all upper floor flats has been integrated into the main building and is positioned adjacent to the access road and close to Sunningdale Avenue itself. Ground floor flats and dwellings all have their own area provided for bin storage which is to the front of the properties, adjacent to the highway or access road.

It is considered that this is an acceptable arrangement for domestic waste, in accordance with London Plan Policy 5.17.

7.16 Renewable energy / Sustainability

The submitted Energy Statement sets out measures that have been incorporated in order to reduce CO₂ emissions generated by the development. These include passive design measures, including optimising orientation and site layout, natural ventilation and lighting, thermal mass and solar shading, and active design measures including, 100% of efficient lighting and efficient mechanical ventilation with heat recovery (MVHR) and individual efficient gas fired boilers will supply space heating and domestic hot water.

Photovoltaic panels (mounted at roof level) are proposed to provide additional CO₂ reductions. Full details of the location and appearance of the solar panels have not been provided at present and, therefore, a planning condition would be attached to any approval given to require submission of such details.

Overall, the development incorporates carbon reduction measures that achieve a carbon emission saving of 35.9%, with net emissions reduced to 24,727 kg/year (24.727 tonnes).

In order to comply with London Plan Policy 5.2, which requires zero carbon residential development, a cash in lieu contribution can be made to the Council to be ring fenced to secure delivery of carbon dioxide savings elsewhere. This would be secured by way of a Section 106 Agreement.

The sum of the contribution is calculated below, in accordance with London Plan Energy Guidance which uses the following formula:-

Shortfall (tCO₂) x 30 (years) x 60 (cost per tCO₂) equating to 24.727 x 30 x 60 = £44, 508.

7.17 Flooding or Drainage Issues

The site is not located within Flood Zone 2 or 3 nor does it include any areas that are susceptible to surface water flooding. The footprint of the building would not be significantly different to the existing structure and part of the existing hard surfaced car park would be replaced by soft landscaping which would assist in the drainage of surface water.

The Council's Drainage Officer is satisfied with the proposed development provided additional measures, that can be secured by way of condition, are incorporated to reduce run off rate.

The proposed development therefore satisfies Local Plan Policy OE 8 5 and London Plan Policies 5.12 and 5.13.

7.18 Noise or Air Quality Issues

The proposal is located within a largely residential area, with nearby commercial activities primarily consisting of shops. There are no premises nearby that would have the potential to cause significant noise impact upon future residents and, therefore, have their ongoing operation threatened by the presence of the proposed development.

Balconies are modestly sized and would not allow large congregations of people to spend a sustained time on them. As such, it is not considered that they would give rise to unacceptable noise disturbance towards neighbouring residents.

The balconies and terraces facing on to Field End Road would be exposed to levels of noise over 50db at times during the day. However, these are not the only amenity spaces available to occupants of these properties as communal space is provided to the rear of the flats and this is in a quieter environment.

It is not considered that the use of the site for residential purposes would generate levels of noise that would be out of keeping with the surrounding residential area or significantly different from that which would be generated by the approved use of the site as offices.

7.19 Comments on Public Consultations

The majority of issues raised relate to neighbour amenity impacts, visual impact, parking impact and drainage matters. All of these are relevant to planning and are addressed within the main body of the report.

It is not considered that the design of the building or the layout of the site would prejudice against surrounding development nor result in a piecemeal appearance to development on the street which, in any case, is flanked by development of mixed design and scale;

Any use of balconies for waste storage would be subject to control by separate Environment Health Legislation.

7.20 Planning obligations

MONETARY CONTRIBUTIONS:

(i) AFFORDABLE HOUSING:

37% Affordable Housing with 70% Social Rented and 30% Shared Ownership.

(ii) ENERGY

Contribution of £44,508

(iii) CONSTRUCTION TRAINING:

Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs or an on-site programme.

(iv) TRAVEL PLAN:

To include £20,000 Bond

(v) PROJECT MANAGEMENT & MONITORING FEE:

5% of total monetary contributions

NON-MONETARY CONTRIBUTIONS:

(i) PARKING PERMITS:

Agreement to prevent future occupants from applying for car parking permits within existing and future parking zones/schemes and Council Car Parks in the vicinity of the site (with the exception of Blue Badge holders).

(ii) HIGHWAY WORKS:

The S278/S38 is required for all highways works at the site access, including, but not limited to:

- a) Access works to the site;
- b) Re-provision of 4 x permit parking bays;
- c) Relocation or replacement of any street trees lost as a result of the development;

CIL:

The development involves a net increase in residential floor space and, as such, is liable to mayoral and London Borough of Hillingdon CIL charges. If the application is approved, liability notices will be issued to secure the required payments.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further matters.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

It is recommended that the application is approved, subject to the attached conditions and the signing of a Section 106 Agreement to secure obligations as set out within the report.

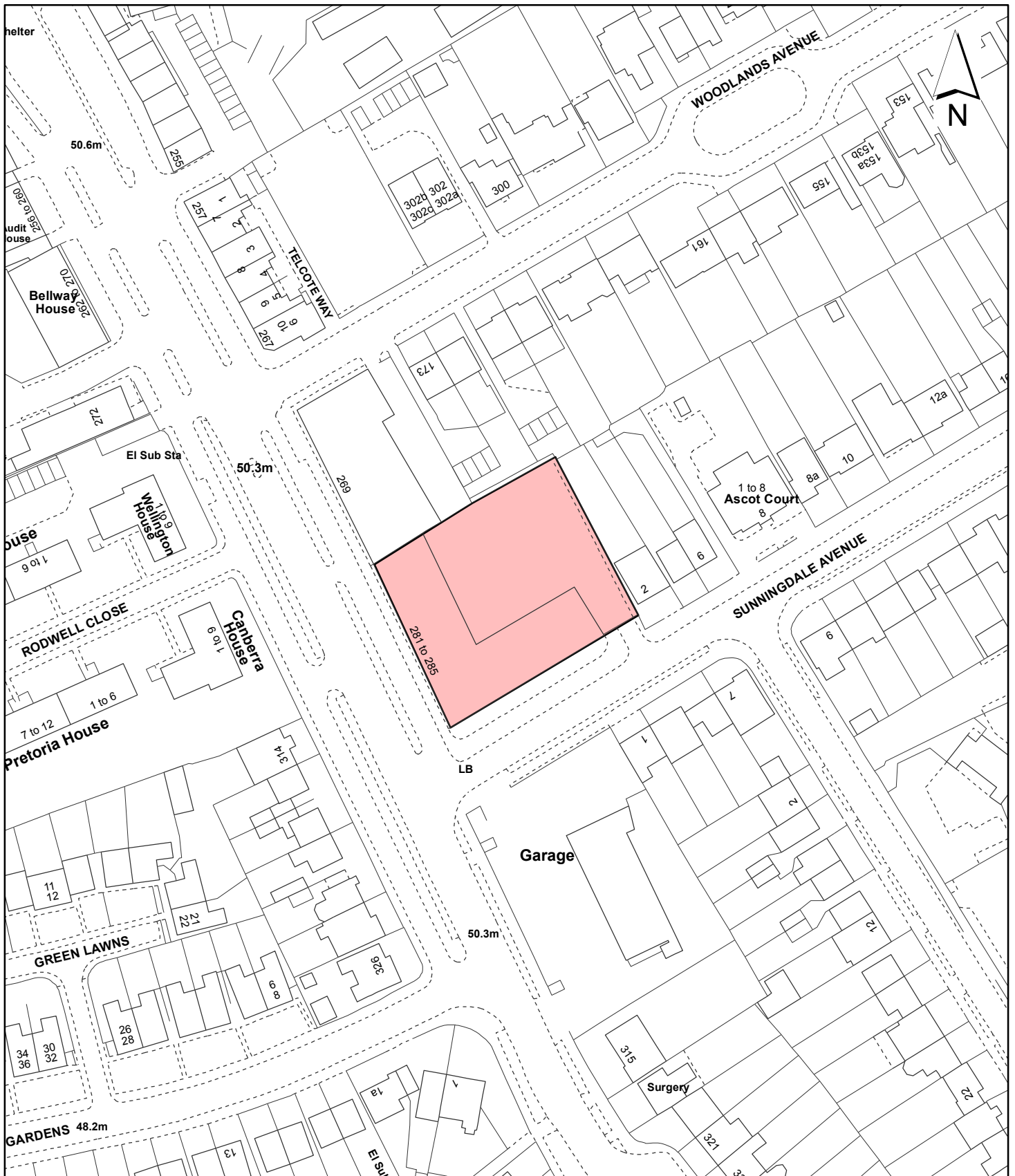
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2016)
London Plan Housing SPG (2016)
London Plan: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)
London Office Policy Review (2017)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layout
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise

Contact Officer: James McLean Smith

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Matt House, 281 Field End Road</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">23156/APP/2017/4464</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">March 2018</p>	



Report of the Head of Planning, Sport and Green Spaces

Address UNIT E, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

Development: Installation of effluent treatment plant within existing service yard with resultant realignment of service yard fence and reduction in site landscaping.

LBH Ref Nos: 73366/APP/2017/4345

Drawing Nos: 315-0-220_P1
315-0-221_P1
315-0-255_P1
315-0-270_P1
315-0-271_P1
315-0-280_P1
315-0-205_P1
315-0-201_P1
DPS WASHER WATER TREATMENT LAYOUT

Date Plans Received: 01/12/2017 **Date(s) of Amendment(s):**

Date Application Valid: 05/12/2017

1. **SUMMARY**

The proposal involves the installation of plant housed within a 20ft long structure that would remove suspended and dissolved solid deposits from waste water.

The development would result in the loss of a small section of site landscaping but this would not compromise the overall site landscaping scheme.

The presence of the container would not have a negative impact on nearby green belt land or on the amenity of residential properties. The application is accordingly 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, numbers:-

315-0-255_P1;
315-0-270_P1;
315-0-271_P1;
315-0-280_P1;

DPS WASHER WATER TREATMENT LAYOUT;

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).

3 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or

groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

5 COM20 Odour Emission Strategy

No plant shall be used on the premises until a scheme for the control of odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE 1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL5	Development proposals adjacent to the Green Belt
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4 119 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).

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a large metal clad warehouse / distribution building which has an enclosed hard surfaced service area and associated loading bays to the rear (north) with car parking areas provided to the side (west).

Landscaping has been planted along the western boundary flanking the private access road and extends to form a buffer between the car parking and servicing areas.

The site is part of a wider business park which consists of buildings of similar design and scale which are employed in similar uses. The park is served by its own private road network.

3.2 Proposed Scheme

The proposal involves the installation of a containerised effluent treatment unit on part of

the existing landscaped buffer which runs between the site car park and the servicing compound. The container would be sited on hardstanding and would connect below ground with the existing sewerage system, intercepting waste water and removing dirt and grease before discharging processed water into the network.

The proposed container measures approximately 6 metres in length by 2.43 meters in width and 2.59 metres in height, which are the standard dimensions for a 20ft shipping container.

3.3 Relevant Planning History

18399/APP/2004/2284 Former M O D Records Office Stockley Road Hayes Middx

REDEVELOPMENT OF THE SITE FOR A MIXED- USE COMPRISING (CLASSES B1(a) & (c) B2 AND B8) EMPLOYMENT USES AND (CLASS C3) RESIDENTIAL (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 19-08-2005 Approved

18399/APP/2005/3415 Former M O D Records Office Stockley Road West Drayton

VARIATION OF CONDITIONS 2,3,7,8,10,11,13,20, 21,22,26,29 & 30 (TO ALLOW SEPARATE PHASED SUBMISSIONS OF DETAILS RELATING TO RESIDENTIAL AND EMPLOYMENT COMPONENTS OF THE DEVELOPMENT) OF OUTLINE PLANNING PERMISSION REF.1839 APP/2004/2284 DATED 19/08/2005: REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING

Decision: 02-03-2006 Approved

18399/APP/2006/547 Former M O D Records Office Stockley Road West Drayton

Reserved matters (details of siting, design, external appearance and landscaping) of Units B, E and F (employment component) in compliance with condition 3 of planning permission ref.18399/APP/ 2005/3415 dated 27/01/2006: Variation of conditions 2,3,7,8,10,11,13, 20,21,22,26,29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed use development comprising Use Classes B1(a) and (c), B2 and B8 employment uses and C3 residential use (up to a maximum of 101 units) with associated access, parking and landscaping.

Decision: 12-07-2006 Approved

Comment on Relevant Planning History

No site specific planning history.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.
AM7 Consideration of traffic generated by proposed developments.
BE13 New development must harmonise with the existing street scene.
BE18 Design considerations - pedestrian security and safety
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.
BE25 Modernisation and improvement of industrial and business areas
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE7 Provision of planning benefits from industry, warehousing and business development
OE1 Protection of the character and amenities of surrounding properties and the local area
OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
OL5 Development proposals adjacent to the Green Belt
LPP 4.4 (2016) Managing Industrial Land and Premises
LPP 5.14 (2016) Water quality and wastewater infrastructure
LPP 6.13 (2016) Parking
LPP 7.3 (2016) Designing out crime
LPP 7.4 (2016) Local character
LPP 7.6 (2016) Architecture
NPPF National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th February 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was publicised by way of a press advert and letters that were sent to the owners / occupiers of neighbouring properties which informed them of the proposal and invited comments.

One letter of objection received:

There have been a number of complaints to Gate Gourmet and Pro Logis regarding the noise pollution from this site. The site runs a 24/7 operation and backs onto a residential site at Nine Acres Close in Hayes. Noise pollution includes the use of their vehicles and horns before 7am in the

morning and this continues throughout the day. We understand the Health and Safety implications for testing the horns but feel this is only necessary once a day. A number of attempts have been made to resolve this with Gate Gourmet and Pro Logis, but the residents feel this has not been resolved. The residents strongly feel that the relocation of Gate Gourmet to be the best resolution.

Concerns relating to the effluent waste water disposal include: - Cause a serious health threat to residents in Nine Acres Close; we already have intoxicatingly high levels of pollution within area. - Potential pollution of groundwater; - Potentially reduce the value of our property; we have tried to sell our house before but potential buyers have felt reluctant due to the Pro Logis site location. - Potential to put drinking water supplies at risk. Gate Gourmet would be responsible for ensuring that: - The wastewater treatment system is properly maintained and is emptied regularly, risking increase in smell. Residents do not have any confidence in Gate Gourmet. - The wastewater treatment system access lids are secure and in good working order; and - The drains to and from the wastewater treatment system, including the percolation area are free-flowing and free from blockages.

In summary we do not support the effluent waste water or Gate Gourmets application. Please can the council consider the residents when locating industrial sites in Hayes. This is our dream home but the location of Pro Logis is disheartening to say the least.

ENVIRONMENT AGENCY:

No comments received.

THAMES WATER:

No comments received.

Internal Consultees

LANDSCAPES:

The proposal will involve the removal of part of a shrub-planted bed on the north elevation of the building. The location of the plant (and loss of shrub bed) will be next to the building and adjacent to the service yard. Planting nearer the site boundary / entrance will be retained. RECOMMENDATION No objection subject to conditions RES8 and RES10 (amended to refer to the remaining planted bed).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Para. 14 of the National Planning Policy Framework (NPPF) instructs Local Planning Authorities to adopt a presumption in favour of sustainable development. It is noted that para. 7 of the NPPF identifies minimising waste and pollution as one of the functions of the environmental role of sustainable development.

Policy LE 7 of the UDP (saved policies 2012) stipulates that development proposals for industrial uses should provide planning benefits and goes on to list a number of potential areas in which benefits could be provided, these areas include improvement of facilities and environmental improvements.

It is considered that the proposed treatment plant would represent environmental improvements and enhance the facilities provided on site.

7.02 Density of the proposed development

Not applicable as this is not residential development.

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

The site is not located in, or within close proximity to, any areas or buildings with designated heritage status.

7.04 Airport safeguarding

Not applicable due to the type of development proposed.

7.05 Impact on the green belt

There is green belt land approximately 165 metres to the west, and south, of the site. Given the scale of the proposed development and the screening that would be provided by existing buildings and landscaping, it is not considered that the proposal would have a negative impact on the setting of the green belt.

It is therefore considered that the proposed development complies with Policy OL 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012)

7.07 Impact on the character & appearance of the area

The proposed treatment plant is containerised and, as such, would have the general appearance of a standard 20ft shipping container, which is considered to be compatible with the industrial / warehousing environment in which it would be situated. The container would be positioned close to the main building, ensuring that it would not appear isolated or incongruous within its surroundings. The use of the container would also prevent the assortment of plant that it contains from generating a cluttered appearance in and around the wider site.

Given the location of the container, it is not considered that it would have any noticeable visual presence within surrounding residential areas or the local street scene.

It is therefore considered that the proposed development complies with Policy BE 13 of the Local Plan (Part Two) and Policies 7.4 and 7.6 of the London Plan (2016).

7.08 Impact on neighbours

The proposed container would be positioned approximately 115 metres away from the nearest residential dwellings, which are on Nine Acres Close to the east. Given the distances involved and the modest scale of the container, it is not considered that it would result in any harmful impact upon the amenities of neighbouring residents.

It is therefore considered that the proposed development complies with Policies BE 20, BE 21, OE 1 and OE 3 of the Local Plan (Part Two).

7.09 Living conditions for future occupiers

Not applicable as this is not an application for residential development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The container would be sited within the car parking area adjacent to the building but would not result in the loss or reconfiguration of any of the existing car parking spaces as it would be positioned in an area currently used as a landscaped buffer.

It is not considered that the container would generate any additional vehicular trips other than occasional visits for maintenance purposes.

It is therefore considered that the proposed development accords with Policies AM 7 and AM 14 of the Local Plan (Part Two)

7.11 Urban design, access and security

Design and access issues are discussed in sections 7.07 and 7.14 of this report.

The proposed plant is containerised, therefore protecting it against potential vandalism and,

in any case, is within a highly visible location within the car park.

7.12 Disabled access

The proposed structure would not obstruct access to the site or building.

7.13 Provision of affordable & special needs housing

Not applicable as this is not residential development.

7.14 Trees, landscaping and Ecology

The proposal would involve the partial loss of a landscaped buffer which is maintained between the existing car park and service yard. The majority of the buffer would be maintained as would the fencing between the two areas.

The remaining planting would continue to provide a degree of screening and the main site landscaping, consisting of trees and hedging around the site perimeter, would not be compromised.

It is therefore considered that the proposed development accords with Policy BE 38 of the Local Plan (Part Two).

7.15 Sustainable waste management

The proposed plant would allow waste water emitted by the catering business occupying the site to be filtered prior to emission into the main sewage network. The filtration process would work as follows:-

1. Waste water would pass through a cyclonic coarse strainer and a media bed which would remove the bulk of suspended solids within the water.

2. The water will then pass through an electro coagulation-unit to reduce the amount of Total Dissolved Solids (TDS) in the stream. After this process, a sample of the water will be taken and the level of TDS will be checked.

3. the water will then pass through filter cartridges and a final sample will be taken to check levels of suspended and dissolved solids within the water.

4. All deposits removed from the water will be returned to a filter press where the solid content will be extracted. It is estimated that the amount of solids will equate to around 790g per hour or around 19kg per day. This extrapolates to 570kg per month or 6,800kg per year. The solid waster can then be disposed of appropriately.

The proposed plant would therefore prevent the discharge of a significant amount of solid waste, including grease and oil, into the sewage system, benefiting the environment as well as the ongoing operation of the sewage network.

The proposed development would therefore accord with Policy 5.14 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site is not susceptible to surface water flooding and it is not considered that the small area of landscaping that would be removed as a result of the proposal provides an important role in site drainage.

7.18 Noise or Air Quality Issues

The proposed plant is sited away from residential development and any noise generated by

equipment would be dampened by the container it would be housed in. There would be no on-site air emissions associated with the plant.

7.19 Comments on Public Consultations

Objections relating to the general use of the site are not relevant to the current application. The current use falls within Use Class B2 which is the approved use for the building as per approved outline application 18399/APP/2005/3415 (Reserved Matters approved under 18399/APP/2006/547).

The plant is a contained system that would remove solids from waste water and, therefore, be beneficial to the sewage network.

Deposits would be collected and stored securely until removed from the site.

7.20 Planning obligations

The proposed development would not generate any impacts that would result in the need for measures to be secured by way of any legal agreement.

The development is not CIL liable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Local residents have cited existing noise disturbance as an issue. The Council has various powers to address noise disturbance if considered a nuisance. The proposal itself would not cause a noise nuisance.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

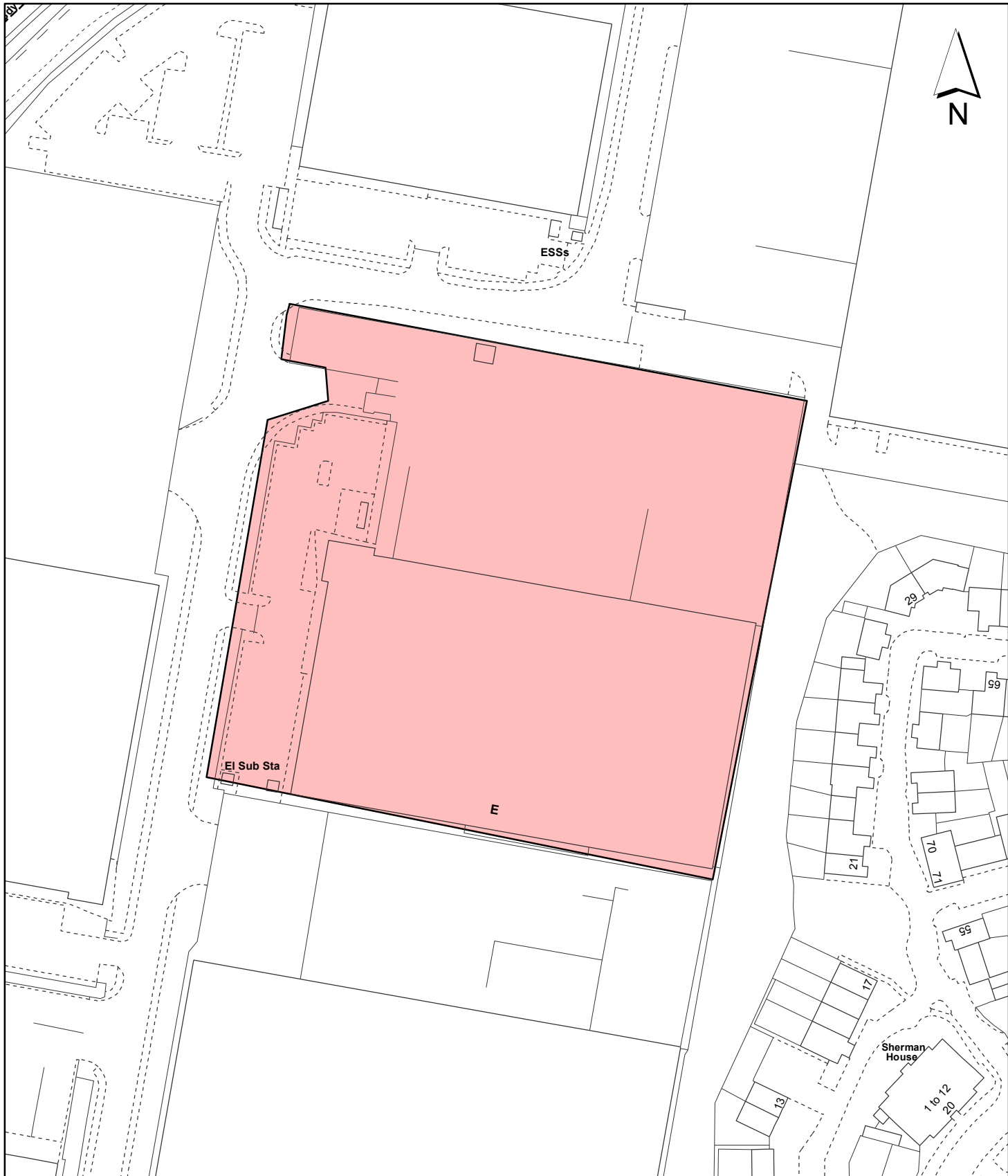
It is recommended that the application is approved, subject to the conditions attached with this report.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework

Contact Officer: James McLean Smith

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Unit E Prologis Park</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">73366/APP/2017/4345</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">March 2018</p>	

Report of the Head of Planning, Sport and Green Spaces

Address CLUBHOUSE, FIELD END RECREATIONAL GROUND FIELD END ROAD EASTCOTE

Development: Demolition and replacement of existing club house. Resurfacing of existing access road and provision 23 new hard surfaced car parking spaces (including 2 disabled bays).

LBH Ref Nos: 73434/APP/2017/4640

Drawing Nos: SP02
14650001.01
14650001.02 Revision E
14650001.03
Proposed Block Plan
14650001.05
14650001.06
SP01

Date Plans Received: 22/12/2017

Date(s) of Amendment(s):

Date Application Valid: 16/01/2018

1. SUMMARY

The proposal involves the replacement of an existing, somewhat dated, club house with a building of a similar scale which would provide better quality access and facilities. Improved parking facilities would also be provided.

The proposed development would enhance the existing use of the site and adjacent recreation ground without compromising the character and appearance of the surrounding area or unduly harming the amenities of neighbouring residents.

2. RECOMMENDATION

APPROVAL subject to the following:

1 SP01 Council Application Standard Paragraph

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

2 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.

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:-

SP02;
14650001.02 Revision E;
Proposed Block Plan;
14650001.06;

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).

4 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

The proposed building shall be constructed using the following external materials:-

Face brickwork - Ibstock Laybrook Muti Orange Stock;
Feature brickwork - Ibstock Anglian Red Rustic;
Roof - Profiled metal sheet finished in Olive Green - BS12B27

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM9 Landscaping (car parking & refuse/cycle storage)

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage (to be secured and covered)
 - 2.b Cycle Storage for 32 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 23 cars
 - 2.e Hard Surfacing Materials
 - 2.f 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 surfacing/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 BE 13, BE 38 and AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (2016)

7 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 COM22 Operating Hours

The premises shall not be used except between:-

08:00 and 22:00 Mondays - Sundays inclusive.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE 3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 OM11 **Floodlighting**

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

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 MCD1 **Ancillary Uses**

The kitchenette and cafe floorspace hereby permitted shall be used only for purposes ancillary to the use of the premises as a community and sports facility.

REASON

In order to prevent a use that is unsuitable for the site from establishing on the site, in accordance with Policies OE 3 and R 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 H8 **Surfacing and marking out of access/parking/servicing areas**

The development shall not be occupied until the access roads, parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012 and Chapter 6 of the London Plan (2016)).

12 NONSC **Non Standard Condition**

Prior to the commence of development and within 6 months of approval, a bat scoping study will be undertaken, submitted to and approved in writing by the Local Planning Authority. This scoping study will consider the viability of buildings to be demolished to support bats and to identify any evidence of bats (i.e. droppings).

If the scoping study finds that there is a reasonable likelihood of bats being present or supported by the building, further detailed survey works shall be undertaken; a report detailing the evidence, the investigations and the necessary mitigation measures shall then be submitted to and approved by the Local Planning Authority prior to the commencement of development.

The works must proceed in accordance with the findings of the report/s and appropriate mitigation measures.

REASON

In order to protect biodiversity in accordance with Policy 7.19 of 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 Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC5	Retention of ecological features and creation of new habitats
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R6	Ancillary recreational facilities
LPP 3.19	(2016) Sports Facilities
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment

3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4 IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species.

5 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU

(Tel. 01895 277505 / 506).

8 I19 Sewerage Connections, Water Pollution etc.

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

9 I24 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

10 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

11 I44A Prevention of Litter

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

12 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).

13 148 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a part gable, part flat roofed single-storey club house structure. The gable roofed element incorporates a hall whilst the flat roof element incorporates changing rooms, store rooms, offices, WC's and a kitchen / canteen. The building is in a fenced compound which is predominantly surfaced in grass and includes some play equipment. There is also a small flat roof extension which houses plant.

Access to the site is gained via a hard surfaced track taken from Yeading Avenue which is in the adjoining Harrow Borough. There is an informal hard surfaced parking area to the side of the access track, adjacent to the club house building. To the north of the site is a Public Footpath (R171) that crosses the green space.

The club house backs on to a green space area that extends to the west whilst to the north is Nature Conservation Site of Local Importance. The adjacent site to the east of the club house is occupied by Roxbourne School, which is also in Harrow Borough.

The green space to the west of the site is predominantly surfaced in grass and used for sports. It is bordered, predominantly, by hedgerows interspersed with trees and occasional areas of scrub. The entire swathe of green space from Boleyn Drive to the north and Parkfield Lane to the south is designated as a green chain.

3.2 Proposed Scheme

The proposal involves the demolition of the existing club house and replacement with a brick building of similar footprint, positioning and scale. The proposed building would have a gable ended roof with a catslide slope on the eastern elevation owing to the need for raised eaves on the western elevation to provide raised ceiling height within the hall space. The building would contain similar facilities to the current structure but would provide them to modern standards.

The proposed building would measure approximately 31.5 metres in width by 10 metres in depth to the side and 17 metres in depth in the central area. Height to the roof ridge would be approximately 5.9 metres with eaves height on the western elevation, over the sports hall, at approximately 5.9 metres, falling to approximately 2.2 metres on the eastern elevation.

In addition to the new building, the existing access track is to be resurfaced and the current informal parking area would be extended into an area of scrubland to enable the provision of 23 marked out car parking spaces, including two disabled bays. Cycle parking and a bin store would also be provided.

3.3 Relevant Planning History

12339/APP/2001/2188 Venturers Boys Club Field End Road Ruislip
ERECTION OF A SINGLE STOREY SIDE EXTENSION TO THE EXISTING NURSERY

Decision: 20-11-2001 Approved

12339/D/95/1092 Bessingby Park Venturers Boys Club Field End Road Ruislip
Part change of use of youth club to nursery school; Variation of condition 3 of planning permission ref. 16118/5/58 dated 27/04/59 (retrospective application)

Decision: 18-10-1995 Approved

Comment on Relevant Planning History

The use of the building to accommodate a nursery ceased some time ago and the building reverted to a club house use.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI2 (2012) Leisure and Recreation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC5	Retention of ecological features and creation of new habitats
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R6	Ancillary recreational facilities
LPP 3.19	(2016) Sports Facilities
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF8	NPPF - Promoting healthy communities

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 advertised by way of a notice displayed adjacent to the site. Letters were also sent to the owners / occupiers of neighbouring properties to inform them of the application and to invite comments.

One letter of objection received:-

I have concerns about the increased traffic in this quiet residential road. 23 car park spaces indicates a lot of usage. I would like to know what provision will be made for the sewage of this commercial building? I believe the sewage would have to run into the residential system which will not be able to cope. Will there be restrictions on noise & how often the building can be used. There will also be a wildlife impact - there are bats that nest in the current building plus badgers sets that will be impacted by the road re-surfacing. A proper review needs to be held.

HARROW BOROUGH COUNCIL:

No comment provided.

Internal Consultees

HIGHWAYS (SUMMARY):

The application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

LANDSCAPE OFFICER:

The building will occupy a similar footprint to the existing structure and be part-screened (from off-site) by the boundary trees. The proposed new car parking alongside the access road will occupy land which is currently scrubby vegetation with occasional trees.

No objection subject to conditions COM8 and COM10.

ECOLOGY OFFICER:

I have no objections to the proposed development subject to the following comments and conditions:

The site is in the surrounds of predominantly heavily maintained amenity grassland. The site itself is also heavily maintained. The ecological value of the vegetation on and surrounding the site is likely to be of little value.

The building does represent a potential for bats although the supporting environment in the immediate area is of low quality. The potential is therefore low. Coupled with this assessment is the fact the building is in a dilapidated state and presents a potential safety and antisocial behaviour risk.

The likelihood of a licence being granted for the works are high even if bats were present. The combination of a low chance of bats, together with a justifiable reason for the development means the following condition can be attached to any subsequent approval:

CONDITION

Prior to the commence of development and within 6 months of approval, a bat scoping study will be undertaken, submitted to and approved in writing by the Local Planning Authority. This scoping study will consider the viability of buildings to be demolished to support bats and to identify any evidence of bats (i.e. droppings).

If the scoping study finds that there is a reasonable likelihood of bats being present or supported by the building, further detailed survey works shall be undertaken; a report detailing the evidence, the investigations and the necessary mitigation measures shall then be submitted to and approved by the Local Planning Authority prior to the commencement of development.

The works must proceed in accordance with the findings of the report/s and appropriate mitigation measures.

OFFICER COMMENT: The recommended condition would be attached to any approval given.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal involves the removal of an existing sports club building, but the use of the site

will not be changed, with the proposed building providing modernised facilities. The application would therefore not go against the principle of protecting sports and leisure facilities as set out in Policy R 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012).

The provision of improved parking and access arrangements as well as enhanced facilities at the site is supported by Local Plan Part Two Policy R 6 which seeks to promote participation in recreational activities.

The site is located within the green link area which extends between the recreation ground and the Ruislip Manor site, following the course of Yeading Brook.

Policy EM 2 of the Hillingdon Local Plan: Part One Strategic Policies (2012) encourages the provision and improvement of suitable recreational facilities including improvement to access whilst maintaining the positive contribution of the green link in providing a visual and physical break in the built-up area and conserving and enhancing the visual amenity and nature conservation value of the landscape.

It is considered that the proposed development accords with Policy EM 2..

The development is considered to represent a multi-use public facility for sports and recreational activity, as encouraged by Policy 3.19 of the London Plan.

7.02 Density of the proposed development

Not applicable as this is not a residential development.

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

The site is not located in, or within close proximity of, any designated heritage building or area.

7.04 Airport safeguarding

Not applicable given the height of the proposed development.

7.05 Impact on the green belt

The site is not located within the green belt.

7.07 Impact on the character & appearance of the area

The proposed building would be of a similar scale to the existing structure and located in a similar position. The site is well screened by trees and hedgerows, as well as surrounding buildings and, as such, the structure would not have any significant visual presence within any street scene. Furthermore, the use of a green painted roof will ensure that the roof, which would be the most visually prominent feature, assimilates with surrounding vegetation and landscaping.

The scale of the building is modest when taken in context with nearby terraced two-storey dwellings and the large buildings that accommodate Roxbourne School.

The building would be positioned at the far end of the site, which backs onto an established built-up area. It would therefore not appear isolated or incongruous within its surroundings nor would it disrupt or compromise the open nature of the recreation ground and adjoining nature conservation site.

It is therefore considered that the proposed development complies with Policies BE 13 and BE 19 of the Local Plan Part Two and Policies 7.4, 7.5 and 7.6 of the London Plan (2016).

7.08 Impact on neighbours

The nearest neighbouring residential dwellings are approximately 80 metres away to the north and the south-east, on Yeading Avenue and Torbay Road respectively, whilst the buildings at Roxbourne School are approximately 35 metres to the east. As such, it is not considered that a building of the size of the proposal would result in any unacceptable overshadowing or overbearing impact towards neighbouring sites, nor would it present an opportunity for intrusive overlooking. It should also be noted that there is a line of trees along the boundary shared with Roxbourne School.

The proposed building would not be significantly larger than the existing club house and it is not considered that a modest increase in size and improved on site parking would generate an increase in vehicular movements that would result in unacceptable impact on the amenities of neighbouring residents.

Given the leisure use of the site and the proximity to residential development, it is considered to be reasonable to attach a condition to restrict hours of use in order to prevent noise disturbance as a result of sports activities.

It is therefore considered that, subject to compliance with the aforementioned condition, the proposed development satisfies Policies BE 20, BE 21, BE 22, BE 24 and OE 1 of the Local Plan Part Two and Policy 7.15 of the London Plan (2016).

7.09 Living conditions for future occupiers

Not applicable as this is not residential development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The existing clubhouse has no formal car park associated with it. Whilst there is no formal car park layout, the area of hardstanding is used for car parking by users of the existing clubhouse.

The proposed car park layout provides 23 formal spaces which is an acceptable quantum of parking for the proposed use and improves significantly on existing informal arrangements. This is likely to reduce the potential for overspill parking on to neighbouring roads which may result from the current arrangements.

The resurfaced access road would improve accessibility and the provision of cycle parking would encourage the use of sustainable transport to access the site. The amount of cycle parking proposed is not clear on the submitted plans and, as such, a condition would be attached to any approval requiring the number of spaces provided to be compliant with London Borough of Hillingdon standards, which amounts to a minimum of 32 spaces.

It is therefore considered that the proposed development accords with Policies AM 7 and AM 14 of the Local Plan Part Two.

7.11 Urban design, access and security

All matters addressed in other sections of this report.

7.12 Disabled access

The proposed development includes disabled parking bays close to the building entrance, level access and accessible WC's.

The development therefore accords with Policy 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Not applicable as this is not residential development.

7.14 Trees, landscaping and Ecology

The proposed club house would occupy a similar footprint to the existing building and, as such, there would be minimal disturbance to surrounding trees and hedgerows. A suitable condition would be attached to ensure that all trees to be retained are protected during the course of construction works.

The car park extension would occupy an area which is currently covered predominately in low scrub which is on the margins of the recreation ground. It is considered that this does not represent land of high ecological value and the bulk of the scrub area would be maintained in any case.

It is therefore considered that the proposal complies with Local Plan Part Two Policy BE 38.

7.15 Sustainable waste management

The development includes a bin store directly adjacent to the access track with a turning circle also provided. Full details of the bin store will be secured by way of planning condition in order to ensure that it will be secure and covered.

7.16 Renewable energy / Sustainability

The building would include roof mounted solar panels whilst the sports hall would benefit from natural light from high level windows as well as roof lights which would help reduce the need for artificial lighting.

7.17 Flooding or Drainage Issues

The building footprint would not be significantly increased whilst the parking area would be accommodated within an area that is already partially hard surfaced. The site is not located within Flood Zone 2 or 3 and there is a large amount of permeable grass land nearby to assist with surface water drainage. As such, it is not considered that the proposed development would result in any demonstrable increase in flood risk.

7.18 Noise or Air Quality Issues

The use of planning conditions to control noise emanating from the use of the building is discussed in full in section 7.08.

7.19 Comments on Public Consultations

Suitability of the existing sewerage network is a matter for the utility provider and is outside of the remit of planning. In any case, the proposed building is of a similar size to the existing building and would not result in any significant increase in utility usage.

Impact on traffic and residential amenity is discussed in full in Sections 7.08 and 7.10 of this report. A condition has been attached to restrict hours of usage.

A condition is recommended to ensure an ecology survey occurs before any demolition works commence.

The applicant has been made aware of their legal duties towards wildlife under the Wildlife & Countryside Act (1981) (as amended).

7.20 Planning obligations

The development would not result in any impact that would need to be addressed through the use of a legal agreement.

The net increase in Gross Internal Area as a result of the development is less than 100 m² and, as such, the development falls below the threshold for applying CIL charges.

The net increase in floor area over that provided by the existing structure is less than 50 m²

and, as such, the development is not liable to CIL charges.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further issues.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities

must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

It is recommended that the application is approved, subject to the attached conditions.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

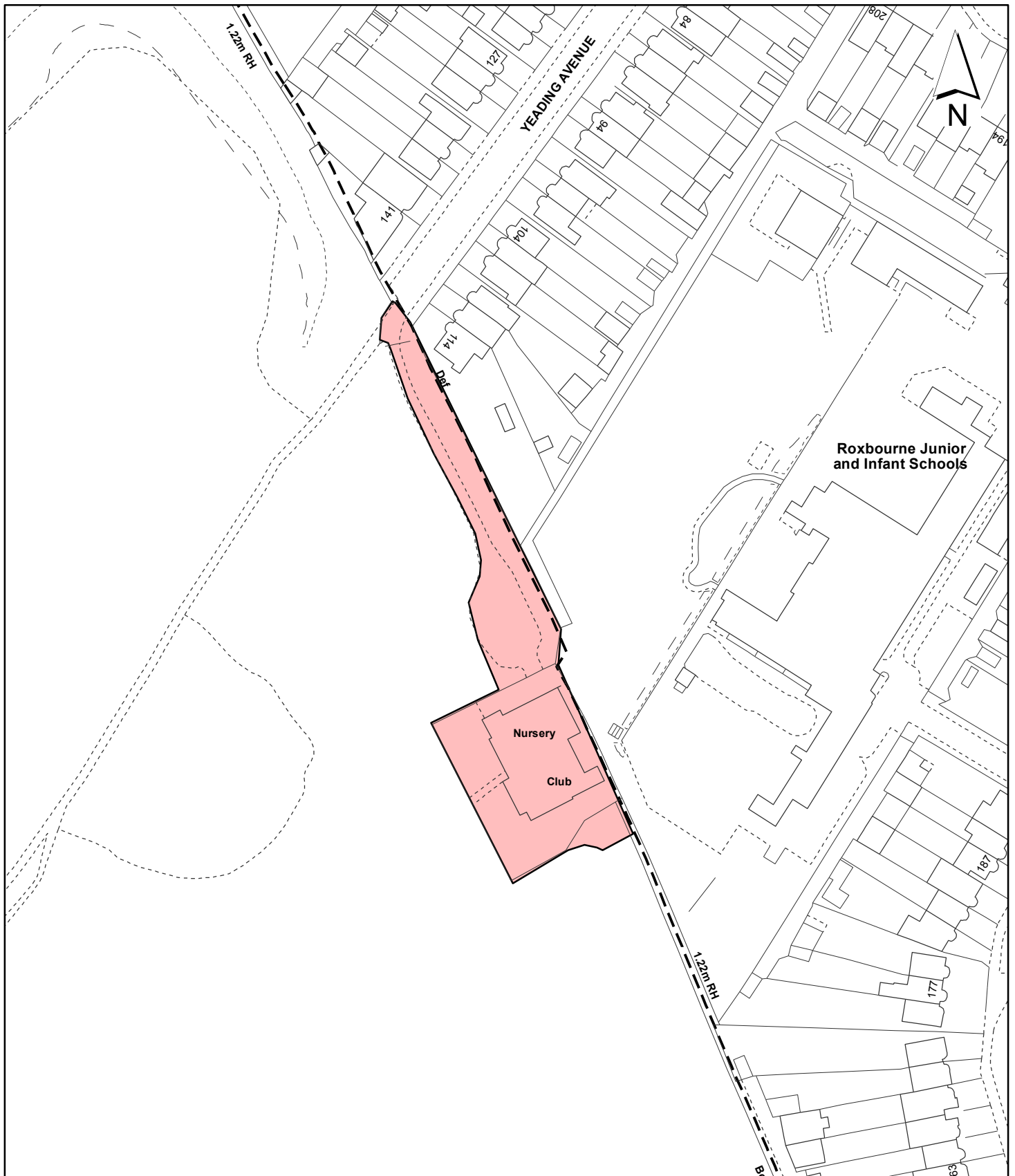
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

The London Plan (2016)

National Planning Policy Framework (NPPF)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Club House Field End Recreational Ground</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref: 73434/APP/2017/4640</p>	<p>Scale 1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee Major Application</p>	<p>Date March 2018</p>	

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Plans for Major Applications Planning Committee

Tuesday 13th March
2018



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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Page 117

Report of the Head of Planning, Sport and Green Spaces

Address COMAG TAVISTOCK ROAD YIEWSLEY

Development: Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

LBH Ref Nos: 24843/APP/2018/269

Date Plans Received: 23/01/2018

Date(s) of Amendment(s):

- NOTES**
- 1 The Contractor must check and confirm all dimensions
 - 2 All discrepancies must be reported and resolved by the Architect before works commence
 - 3 This drawing is not to be scaled
 - 4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards



Rev	Description	Date
1E	Planning Issue	19/01/18
1D	Planning Issue	17/11/17
1C	Planning Issue	30/05/17
1B	Planning Issue	18/08/17
1A	Planning Issue	11/08/17

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Client
Redrow Homes Ltd (London)

Project
Padcroft Phase II

Drawing
Site Location Plan

Scale
1:1250 (A3)

Date
Aug 17

Job Number
5935 T(90)P100

Revision
1E



This scale is 10cm in length when printed at the size indicated in the title block

10cm

0 1 2 3 4 5

NOTES

1. Contractor must check and confirm all dimensions on site.
2. All dimensions must be recorded and related to the Architect before works commence.
3. This drawing is not to be scaled.
4. The drawing is to be used in conjunction with the applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.

Rev.	Date
1E	Issued for Planning
1D	Issued for Planning
1C	Issued for Planning
1B	Issued for Planning
1A	Issued for Planning

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Client: **Redrow Homes Ltd (London)**
 Project: **Padcroft Phase II**
 Drawing: **As Existing Site Layout**
 Scale: **1:200 (A1)** Date: **Aug 17** Status: **Planning**
 Job Number: **5935** Drawing Number: **T(10)P00** Revision: **1E**
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NOTES

1. Consultant shall check and sign all drawings.
2. All dimensions must be recorded and related to the Architect's notes.
3. This drawing is not to be scaled.
4. All work shall be carried out in accordance with the applicable Building Regulations and to comply with all relevant Codes of Practice and British Standards.

Rev.	Date	Description
1E	15/03/17	Issued for Planning
1D	17/11/17	Issued for Planning
1C	20/09/17	Issued for Planning
1B	16/09/17	Issued for Planning
1A	11/03/17	Issued for Planning

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Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed
 Seventh Floor Plan
 Scale: 1:200 (A1) Date: Aug 17
 Job Number: Drawing Number: 5935 T(20)P07
 Revision: 1E
 01/03/2017 14:00:00



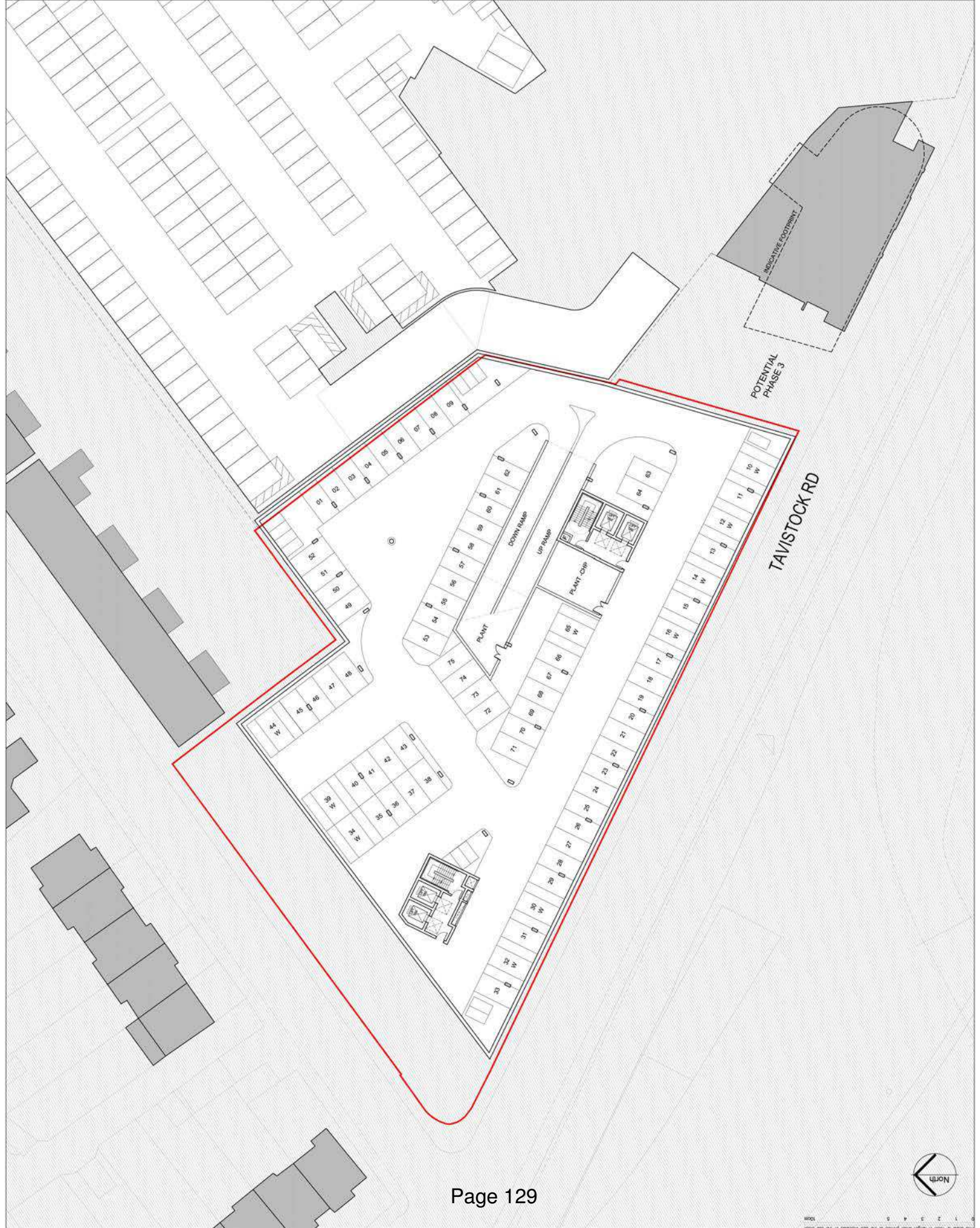
NOTES

1. Contractor must check and confirm all dimensions and levels to be achieved before works commence.
2. All dimensions must be rounded and related to the finished ground level.
3. This drawing is not to be scaled.
4. This drawing is to be used in conjunction with the approved Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.

Rev	Date	Description
1E	11/03/17	Issued for Planning
1D	17/11/17	Issued for Planning
1C	20/07/17	Issued for Planning
1B	16/03/17	Issued for Planning
1A	11/03/17	Issued for Planning

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 www.rolifejudd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: As Proposed
 Basement Plan
 Scale: 1:200 (A1) Date: Aug 17
 Job Number: 5935 Drawing Number: T20P-1
 Revision: 1E
 0.000001_Rev17/08/2017



0.000001_Rev17/08/2017

- NOTES**
1. Construction must be noted and indicated by the architect.
 2. All elevations must be noted and indicated by the architect before work commences.
 3. This drawing is not to be scaled.
 4. All work must be carried out in accordance with current Building Regulations and to comply with relevant Codes of Practice and British Standards.



Rev	Date	Description
1E	19/01/18	Issued for Planning
1D	17/11/17	Issued for Planning
1C	27/10/17	Issued for Planning
1B	18/06/17	Issued for Planning
1A	11/06/17	Issued for Planning

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Client: **Redrow Homes Ltd (London)**
 Project: **Padcroft Phase II**

Drawing: **Proposed Elevations 1 & 2**

Scale	Date	Status
1:200 (A1)	Aug 17	Planning
Job Number	Drawing Number	Revision
5935	T(20)E01	1E

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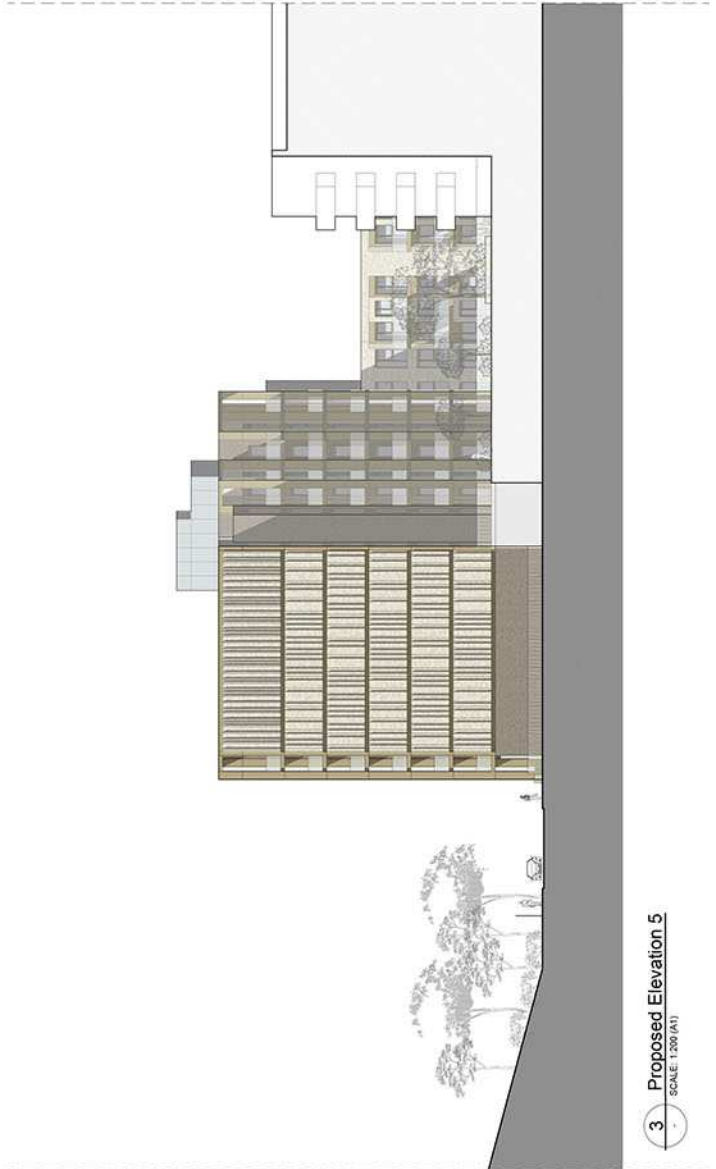
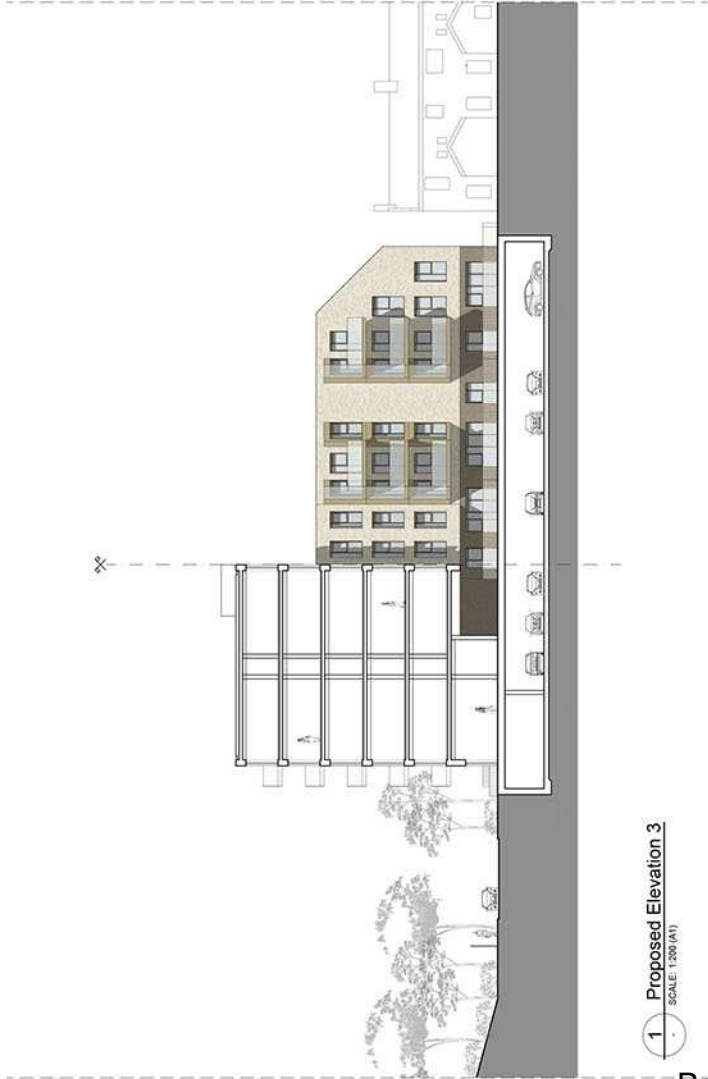
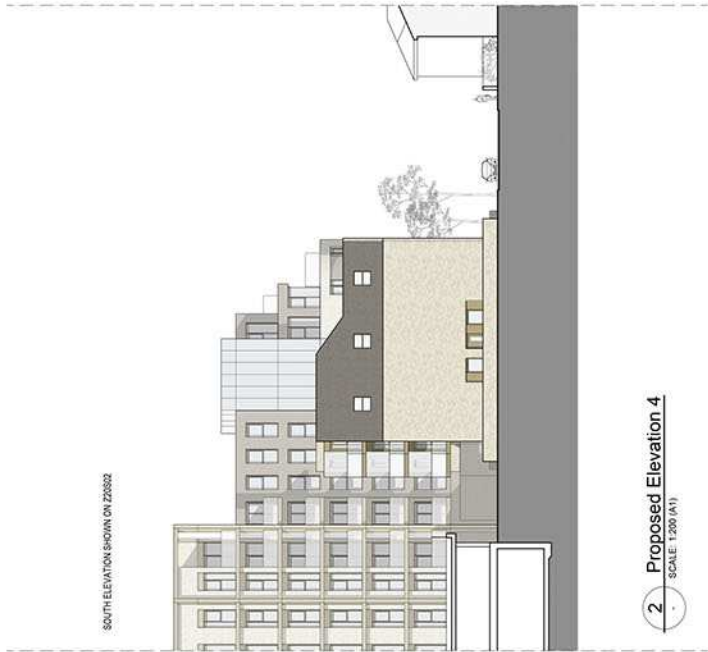


1 Proposed Elevation 1
 SCALE: 1:200 (A1)



2 Proposed Elevation 2
 SCALE: 1:200 (A1)

- NOTES
1. Construction must check and confirm all dimensions and levels are correct and as indicated by the drawing.
 2. All dimensions must be rounded and marked by the architect before work commences.
 3. This drawing is not to be scaled.
 4. The drawing is to be used for construction only. It is not to be used for any other purpose without the written consent of the Architect. The Architect's liability is limited to the extent of the Architect's professional services and to comply with relevant Codes of Practice and British Standards.



Rev	Date	Description
1E	19/01/18	Issued for Planning
1D	17/11/17	Issued for Planning
1C	27/10/17	Issued for Planning
1B	18/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

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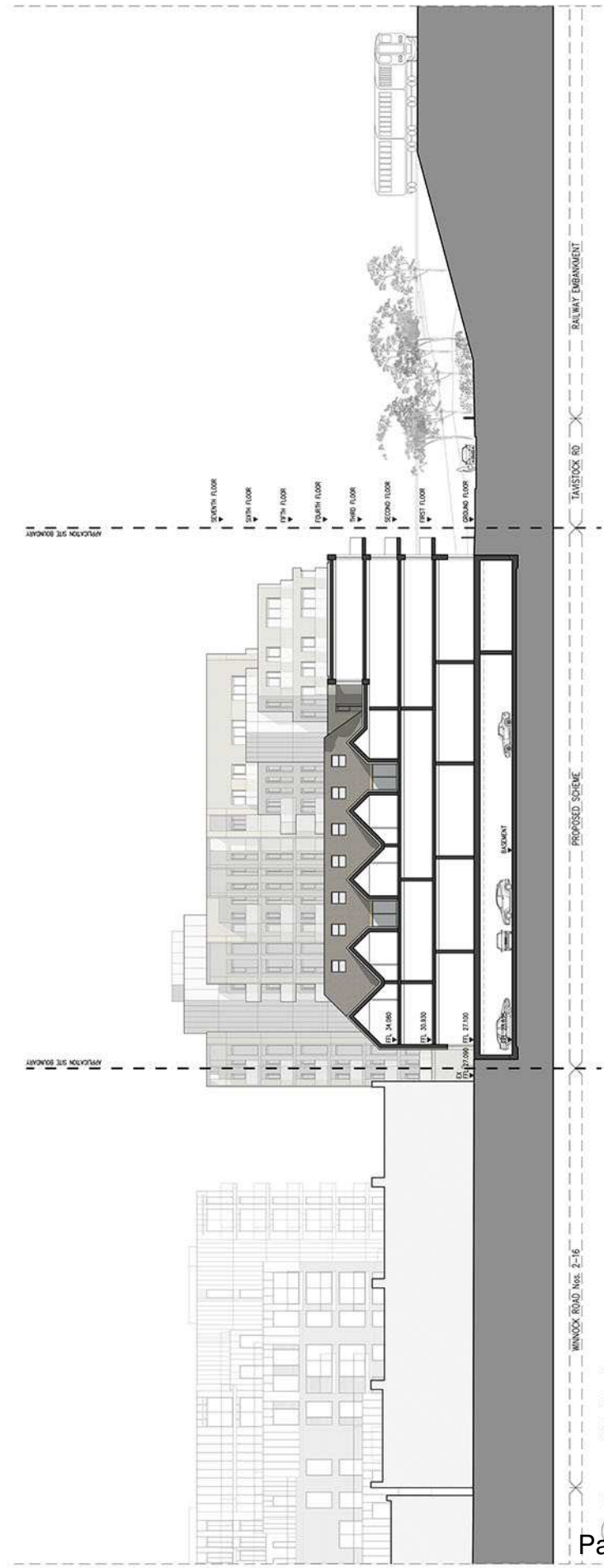
Client: Redrow Homes Ltd (London)

Project: Padcroft Phase II

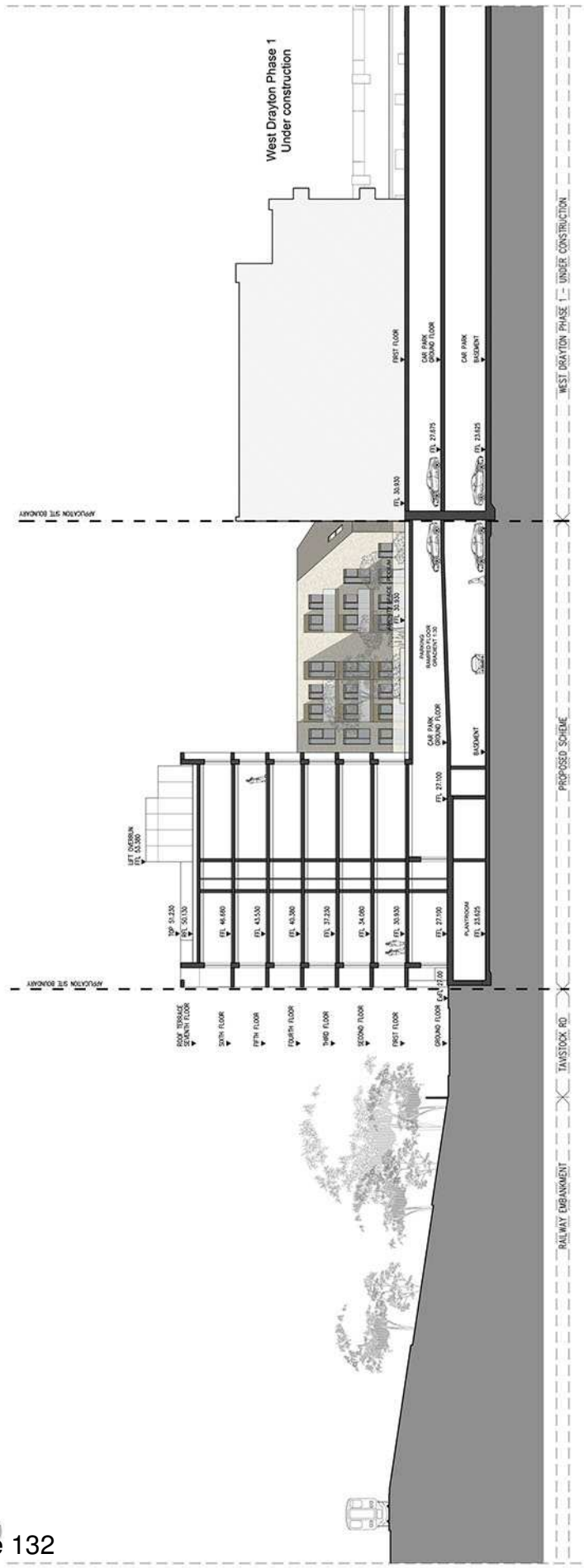
Drawing: Proposed Elevations 3, 4 & 5

Scale	Date	Status
1:200 (A1)	Aug 17	Planning
Job Number	Drawing Number	Revision
5935	T(20)E02	1E

- NOTES
1. Contractor must check and verify all dimensions must be marked and marked by the Architect before works commence
 2. This drawing is not to be used for construction purposes without the written approval of the Architect. Any use without the written approval of the Architect is at the user's sole risk and liability.
 3. This drawing is not to be used for construction purposes without the written approval of the Architect. Any use without the written approval of the Architect is at the user's sole risk and liability.
 4. This drawing is not to be used for construction purposes without the written approval of the Architect. Any use without the written approval of the Architect is at the user's sole risk and liability.



1 Proposed Section 1
SCALE: 1:200 (A1)



2 Proposed Section 2
SCALE: 1:200 (A1)

Rev	Date	Description
1E	18/09/17	Issued for Planning
1D	17/11/17	Issued for Planning
1C	27/01/17	Issued for Planning
1B	18/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

Rolfe Judd
Architecture Planning Interiors
Old Church Court, Citywalls Road, The Oval, London SW8 1HZ
T 020 7556 1500
www.rolfejudd.co.uk

Client: Redrow Homes Ltd (London)
Project: Padcroft Phase II
Drawing: Proposed sections 1 & 2

Scale	Date	Drawn	Checked
1:200 (A1)	Aug 17	Planning	
JOB Number	Drawing Number	Revision	
5935	T(20)S01	1E	



- NOTES
1. Contractor must check and confirm all dimensions and levels before work commences.
 2. All dimensions must be rounded and marked by the architect before work commences.
 3. This drawing is not to be used for construction without the approval of the Architect.
 4. All dimensions are given in millimetres unless otherwise stated.

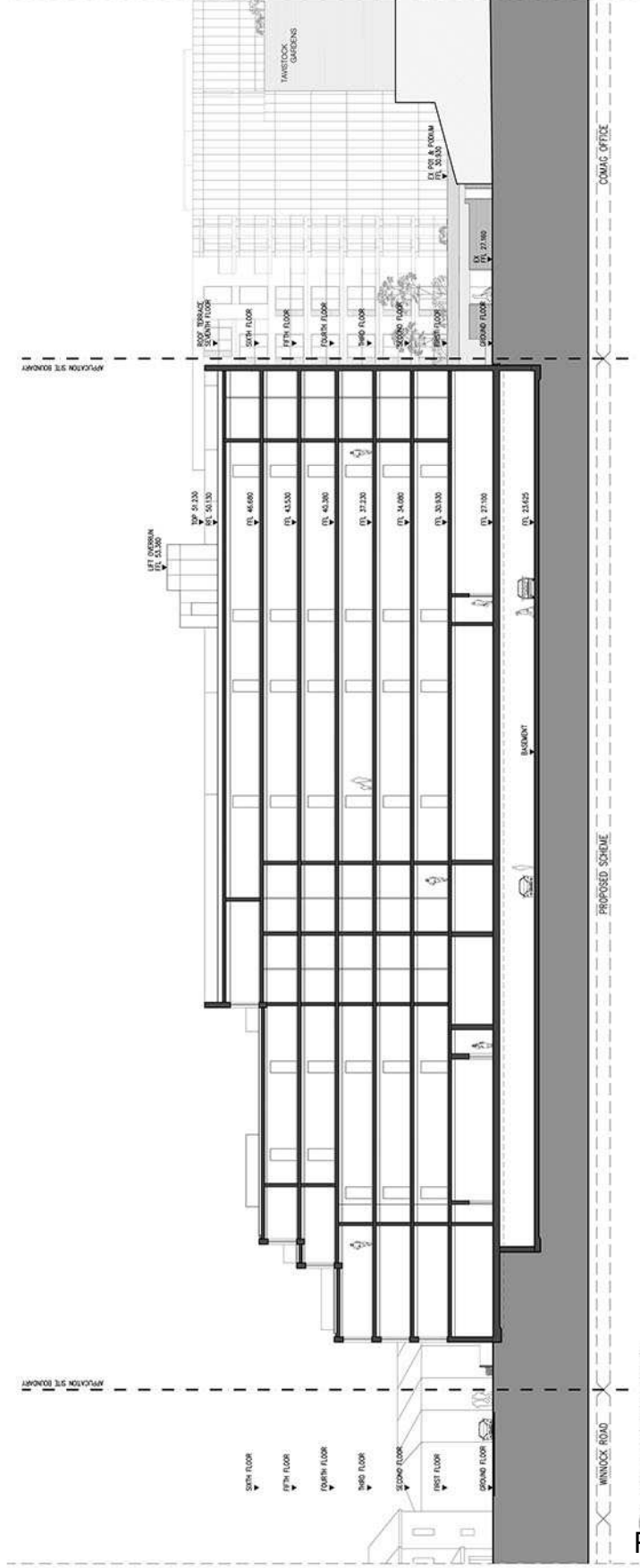


Rev	Date	Description
1E	18/09/17	Issued for Planning
1D	17/11/17	Issued for Planning
1C	22/01/17	Issued for Planning
1B	18/09/17	Issued for Planning
1A	11/09/17	Issued for Planning

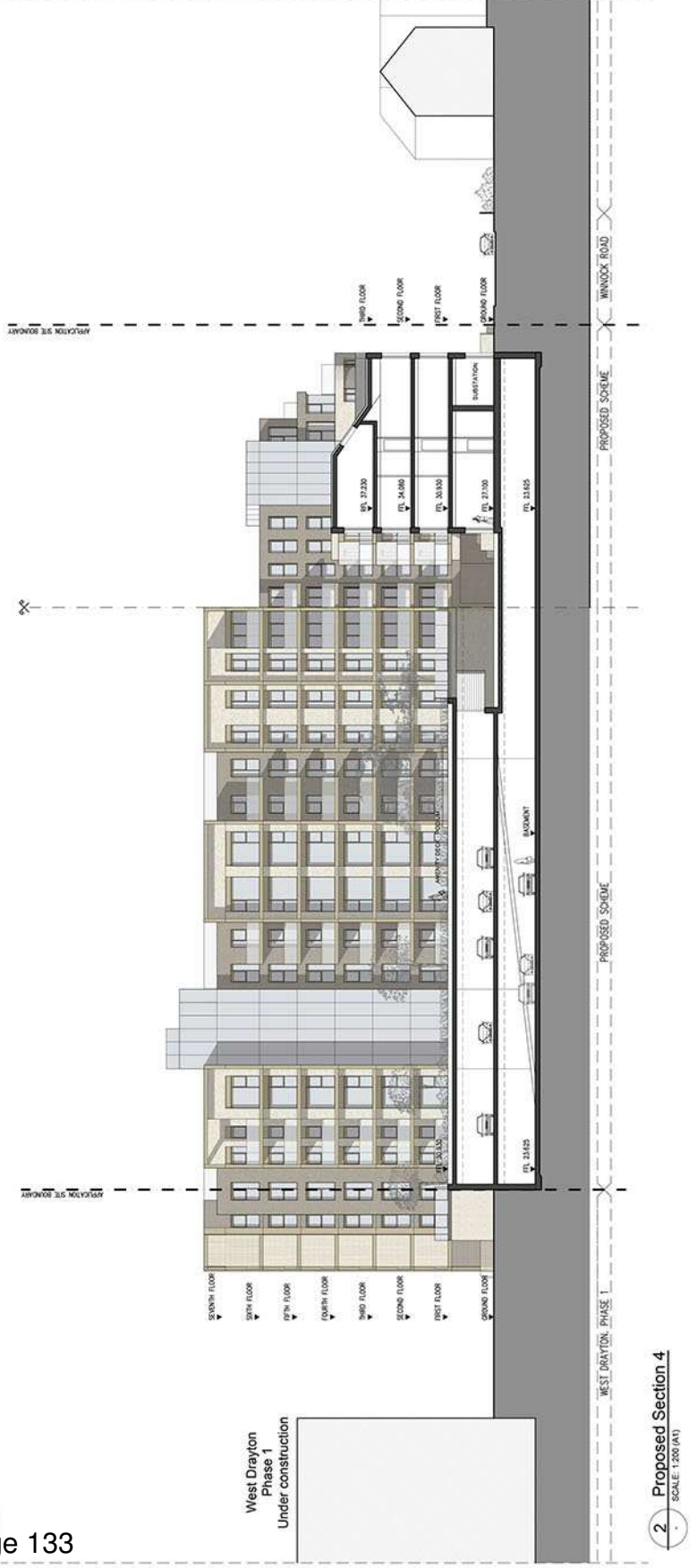
Rolfie Judd
 Architecture Planning Services
 Old Church Court, Citywalls Road, The Oval, London SW8 5HZ
 T 020 7556 1500
 www.rolfiejudd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing: Proposed sections 3 & 4

Scale: 1:200 (A1) Date: Aug 17 Planning
 Job Number: 5935 Drawing Number: T(20)S02
 Revision: 1E
 0.00001_Series(20)0202



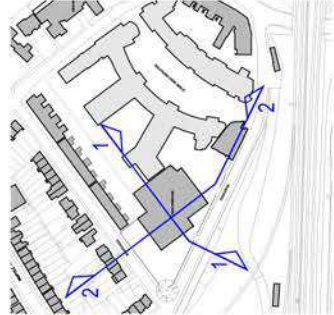
1 Proposed Section 3
 SCALE: 1:200 (A1)



2 Proposed Section 4
 SCALE: 1:200 (A1)

This sheet is shown in light when printed at the size indicated in the title block.

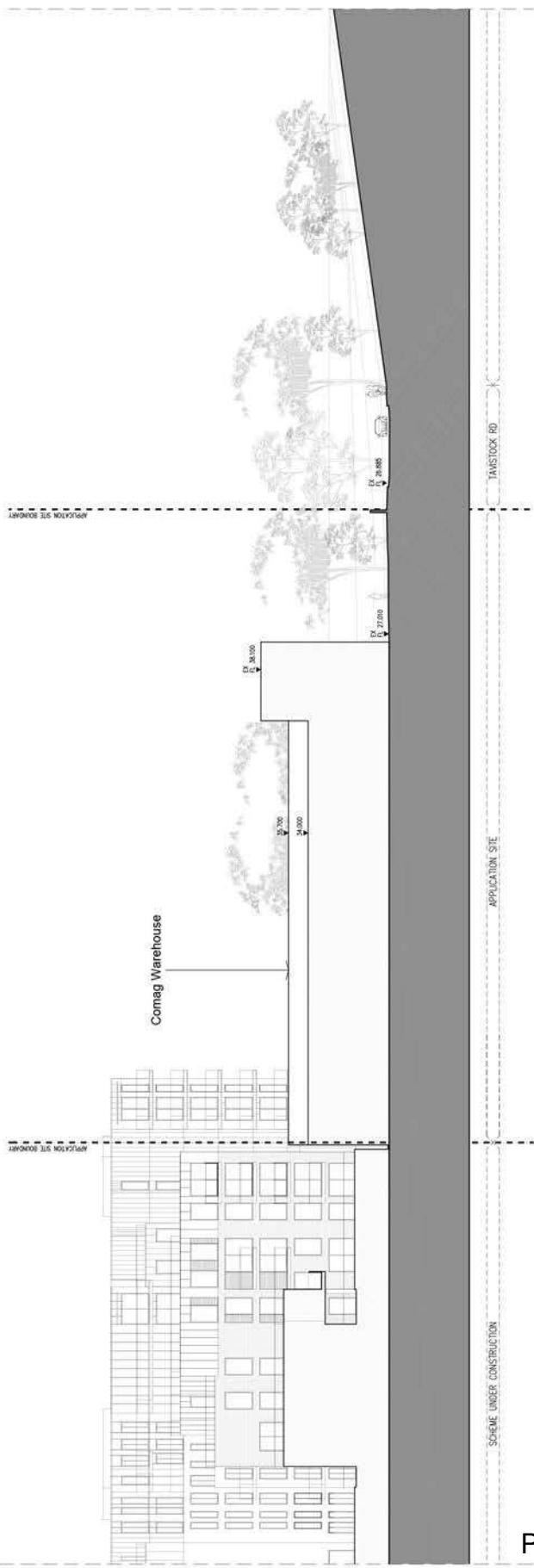
- NOTES
1. Contractor must check and confirm all dimensions and levels before work commences.
 2. All dimensions must be rounded and related to the finished ground level.
 3. This drawing is not to be scaled.
 4. All work must be in accordance with the relevant Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.



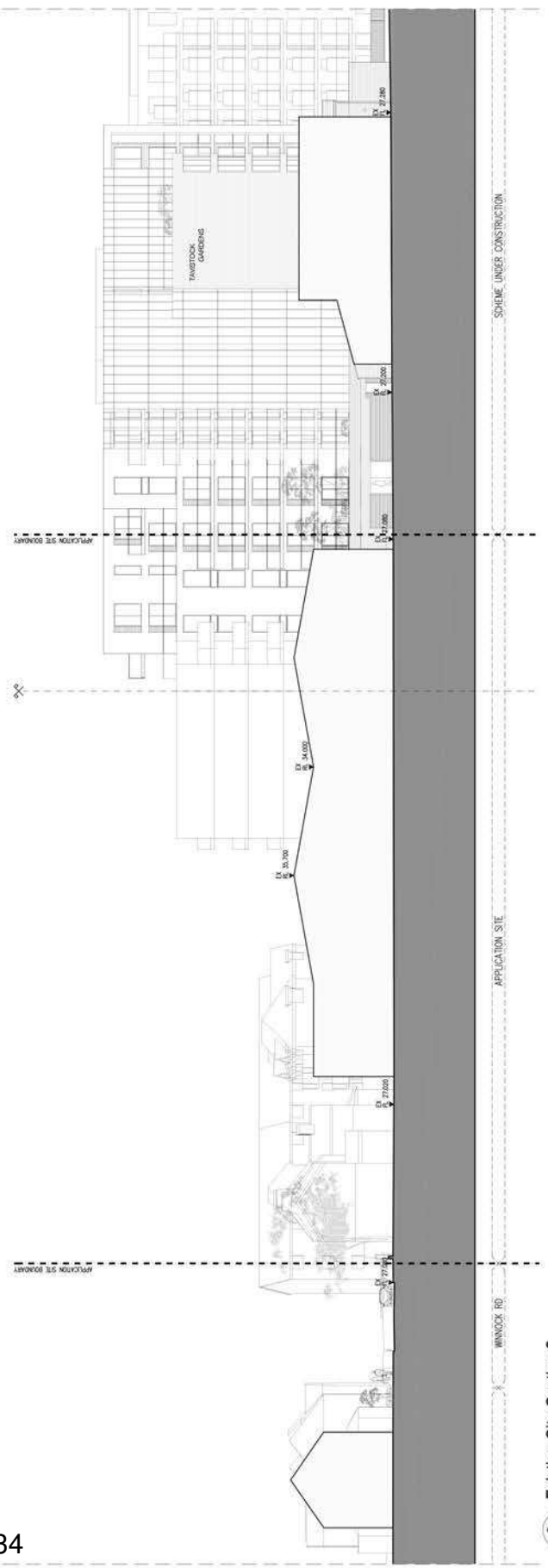
Rev	Date	Description
1E	19/03/16	Issued for Planning
1D	17/11/17	Issued for Planning
1C	20/07/17	Issued for Planning
1B	16/03/17	Issued for Planning
1A	11/03/17	Issued for Planning

Rolfe Judd
 Architectural Planning Services
 6th Church Court, Claydon Road, The Oval, London SW8 1N2
 T 020 7556 1000
 www.rolfe-judd.co.uk

Client: Redrow Homes Ltd (London)
 Project: Padcroft Phase II
 Drawing:
 As Existing
 Site Sections 1 & 2
 Scale: 1:200 (A1) Aug 17 Planning
 Job Number: 5835_T(10)S01
 Drawing Number: 1E
 Revision: 1E
 01/03/2017 14:00:00

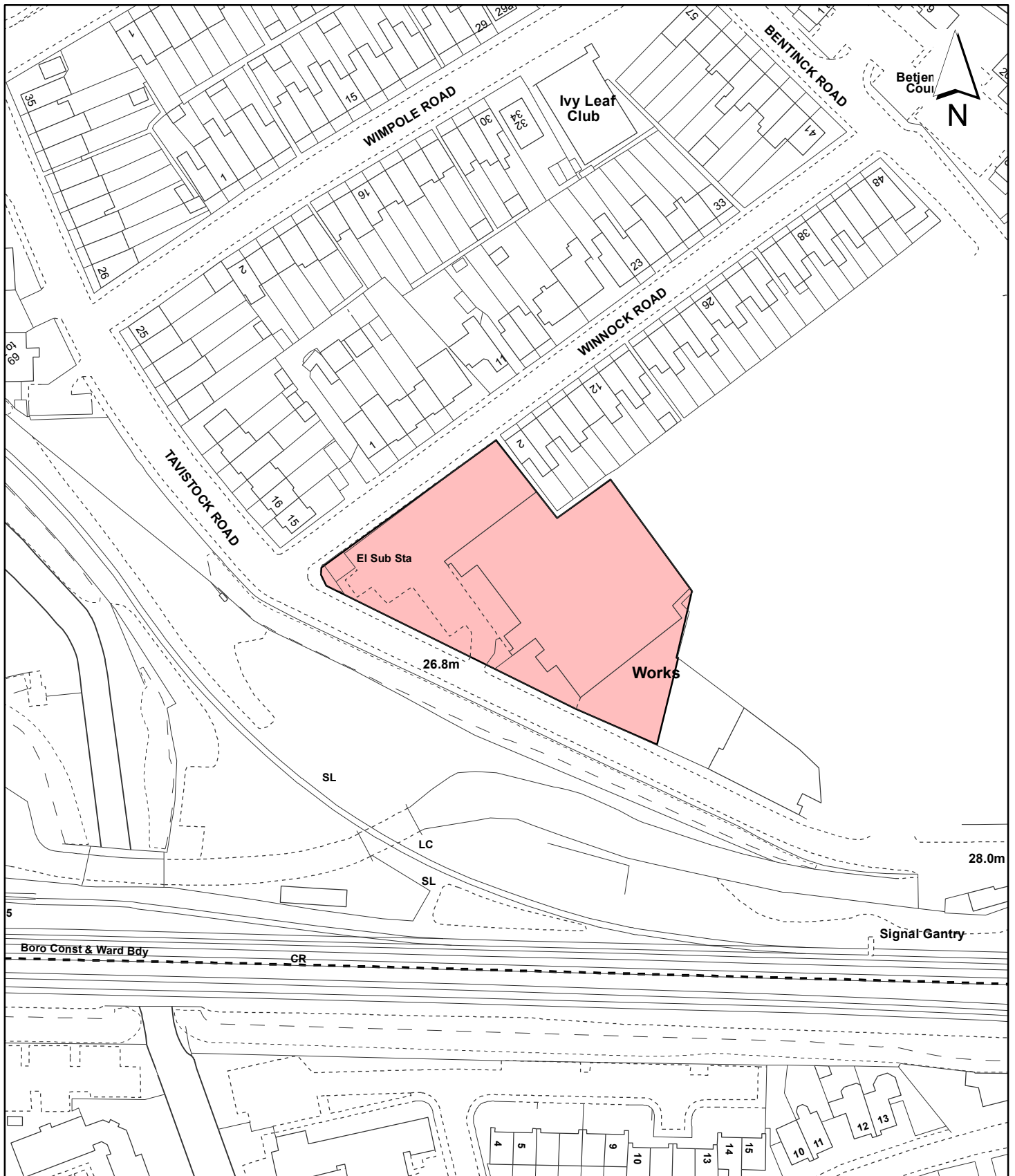


1 Existing Site Section 1
 SCALE: 1:200 (A1)



2 Existing Site Section 2
 SCALE: 1:200 (A1)

This sheet is from a length which is part of the site plan. It is not to be scaled.



Notes

 Site boundary

For identification purposes only.
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Site Address

COMAG

Planning Application Ref:
24843/APP/2018/269

Planning Committee
Major Application

Scale
1:1,250

Date
March 2018

LONDON BOROUGH OF HILLINGDON
Residents Services

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



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address MALT HOUSE, 281 FIELD END ROAD RUISLIP

Development: Demolition of existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works.

LBH Ref Nos: 23156/APP/2017/4464

Date Plans Received: 11/12/2017

Date(s) of Amendment(s):

Date Application Valid: 11/12/2017

Key
 — Boundary Line



0m 25m 50m 75m
 CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed
 XXX
 XXX

Rev	Date	Description
		First Issue

Drawn	Checked	MAS
SM	SM	SM

Date	Scale
23/11/17	1:1250

Malt House, Eastcote
 Location Plan

AA3143-2500
 REV -
 Planning



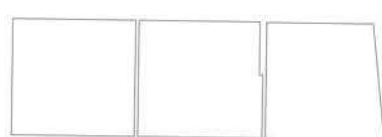


Rev	Date	Description
1		First Issue

Designed with reference to the surveys, information and reports listed
 XXX
 XXX
 XXX

CDM REGULATIONS 2015. All current drawings and specifications for the
 project must be read in conjunction with the Designer's Hazard and
 Environment Assessment Report. All intellectual property rights reserved.

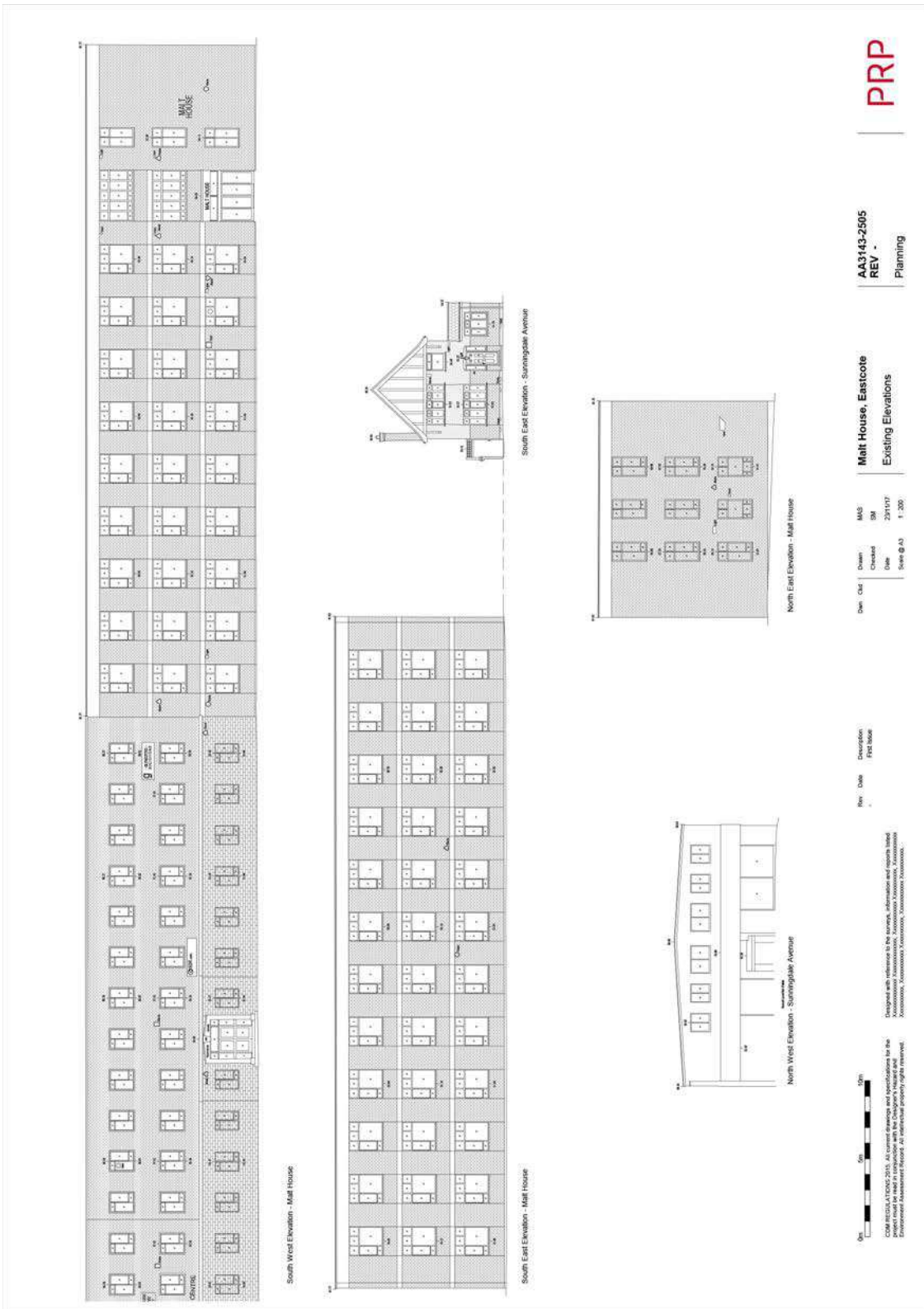




Designed with reference to the surveys, information and reports listed
XX
XX
XX



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Report. All intellectual property rights reserved.



Scale: 1:200
 All dimensions are in millimeters and meters. All dimensions are to the center of the wall unless otherwise indicated. All dimensions are to the center of the wall unless otherwise indicated. All dimensions are to the center of the wall unless otherwise indicated. All dimensions are to the center of the wall unless otherwise indicated.

Rev. Date Description
 1 15/03/2015 Final Issue

Drawn: MJS
 Checked: DM
 Date: 23/11/17
 Scale: 1:200

Malt House, Eastcote
 Existing Elevations

AA3143-2505
 REV -
 Planning



Key
 — Boundary Line

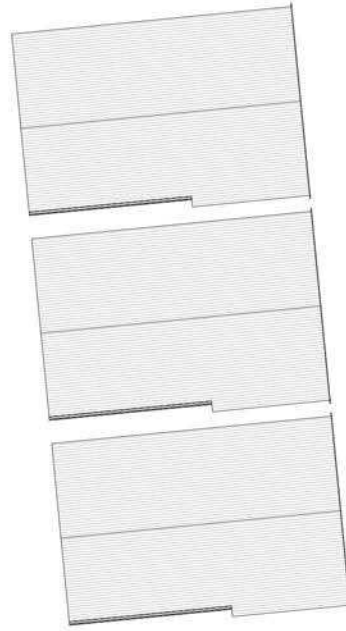


Rev	Date	Description
1		First Issue

Designed with reference to the surveys, information and reports listed
 XXX
 XXX
 XXX

CDM REGULATIONS 2015. All current drawings and specifications for the
 project must be read in conjunction with the Designer's Hazard and
 Environment Assessment Record. All intellectual property rights reserved.





Designed with reference to the surveys, information and reports listed
 XXX
 XXX

CDM REGULATIONS 2015. All current drawings and specifications for the
 project must be read in conjunction with the Designer's Hazard and
 Environment Assessment Report. All intellectual property rights reserved.

Rev	Date	Description
1		First Issue

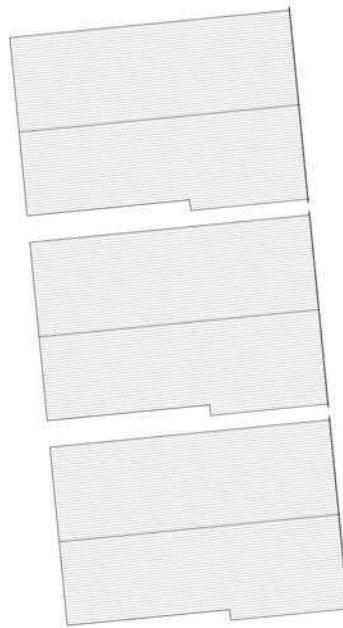
Drawn	Checked	MAS
SM		

Date	Scale
23/11/17	1 : 200

Malt House, Eastcote
Proposed Second Floor Plan

AA3143-2509
REV -
Planning





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Designed with reference to the surveys, information and reports listed:
 XXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXX

Rev	Date	Description
		First Issue

Drawn	Checked	MAS
		SM

Date	Scale
23/11/17	1:200

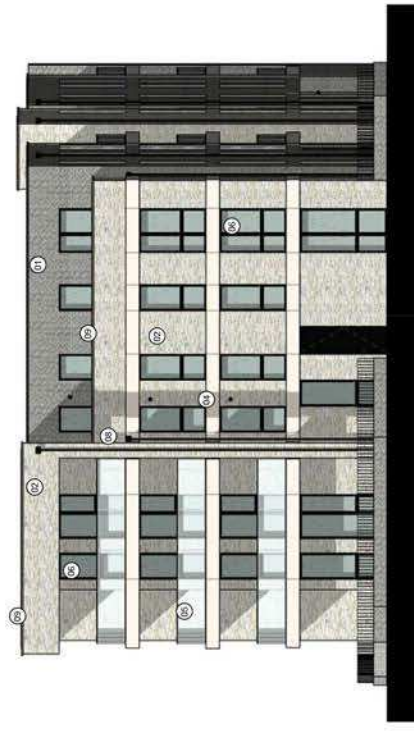
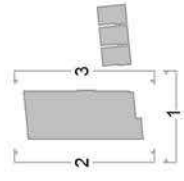
Malt House, Eastcote
Proposed Third Floor Plan

AA3143-2510
REV -
Planning

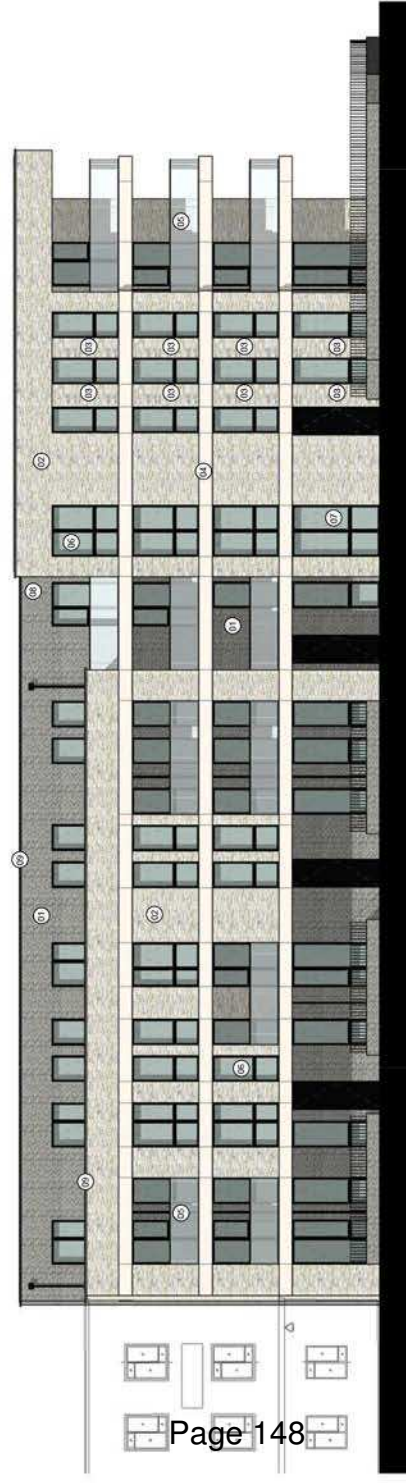


Materials Key

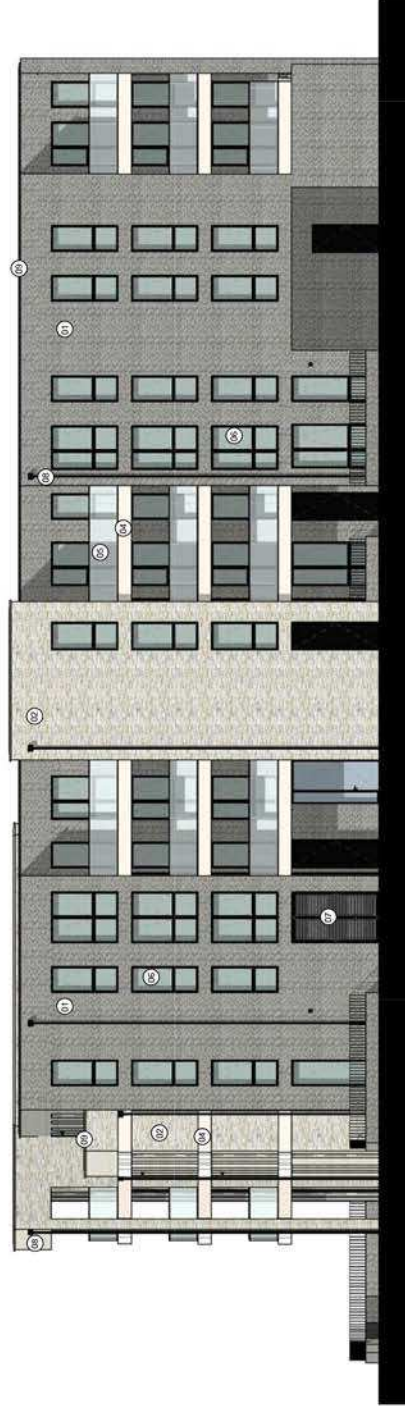
- 01 Facing brick (Medium Grey colour brick with uniform tone)
- 02 Facing brick (Light grey brick with varied tone)
- 03 Brick Detail: Stacked brick panel between windows
- 04 Horizontal band: Reconstituted stone
- 05 Opaque glass balustrades. Vertical posts not visible from street.
- 06 Windows: Composite windows (Aluminium with black external frame RAL 9011)
- 07 Aluminium Doors (Powder Coated, RAL 9011)
- 08 Rainwater Downpipes: Powder Coated (Aluminium Square profile, black RAL 9011)
- 09 Copings: Reconstituted stone to match feature band.
- 10 Fibre cement roof tiles: colour slate.



1 South Elevation: Sunningdale Avenue
1:200



2 West Elevation: Field End Road
1:200



3 East Elevation: Flats
1:200



CDM REGULATIONS 2015: All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed below.

Rev	Date	Description	Drawn	Checked	MAS
		First Issue <td>SM <td>SM <td>SM </td></td></td>	SM <td>SM <td>SM </td></td>	SM <td>SM </td>	SM
	23/11/17				

Scale @ A3: 1:200

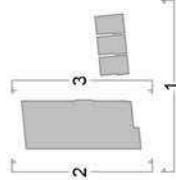
Malt House, Eastcote
Proposed Elevations (Sheet 1)

AA3143-2512
REV -
Planning

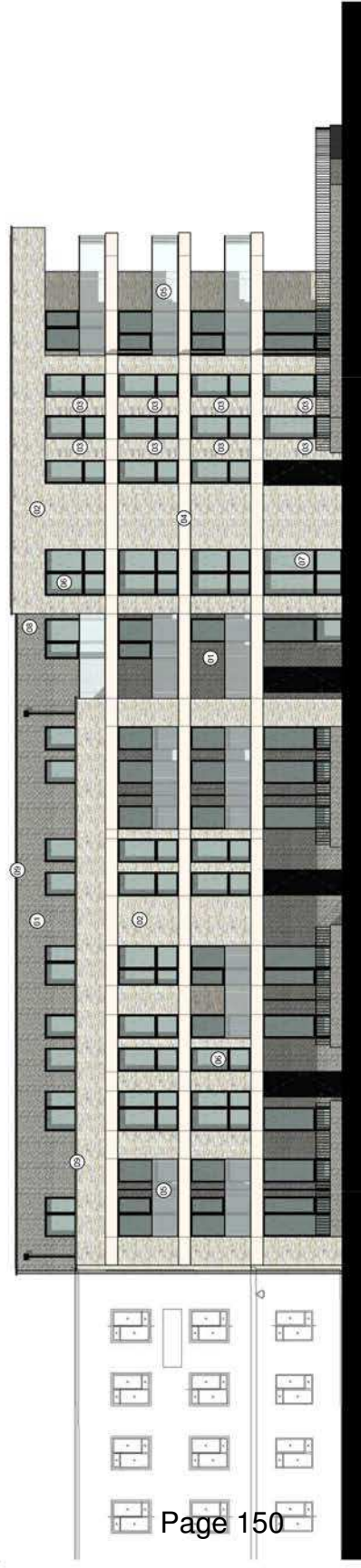


Materials Key

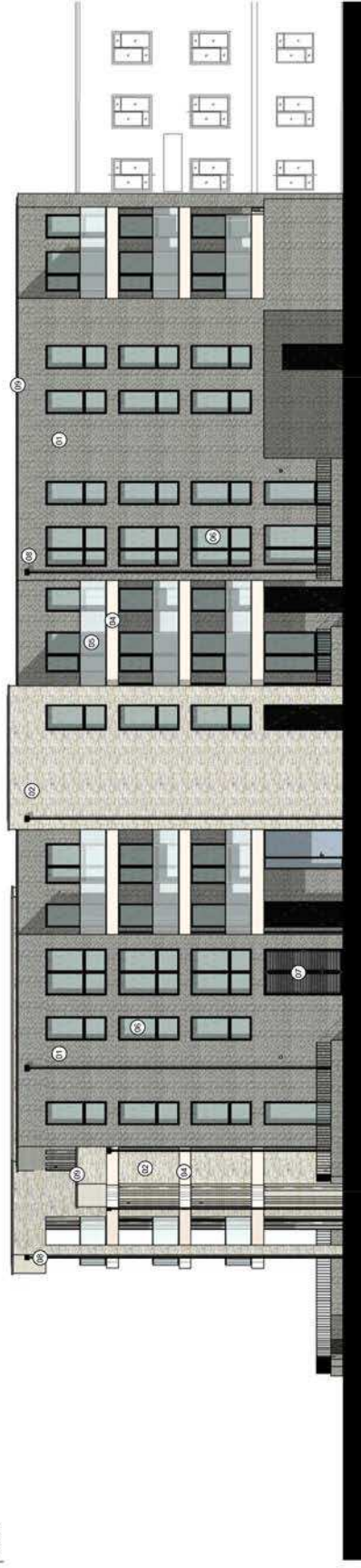
- 01 Facing brick (Medium Grey colour brick with uniform tone)
- 02 Facing brick (Light grey brick with varied tone)
- 03 Brick Detail: Stacked brick panel between windows
- 04 Horizontal band: Reconstituted stone
- 05 Opaque glass balustrades. Vertical posts not visible from street.
- 06 Windows: Composite windows (Aluminium with black external frame RAL 9011)
- 07 Aluminium Doors (Powder Coated, RAL 9011)
- 08 Rainwater Downpipes: Powder Coated (Aluminium Square profile, black RAL 9011)
- 09 Copings: Reconstituted stone to match feature band.
- 10 Fibre cement roof tiles: colour slate.



1 South Elevation: Sunningdale Avenue
1:200



2 West Elevation: Field End Road
1:200



3 East Elevation: Flats
1:200



Designed with reference to the surveys, information and reports listed below. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Malt House, Eastcote
Proposed Elevations in Context
(Sheet 1)

Drawn: MAS
Checked: SM
Date: 23/11/17
Scale: @ A3

Down: Cld
Date: 23/11/17
Scale: @ A3

Rev: 1
Date: 23/11/17
Description: First Issue

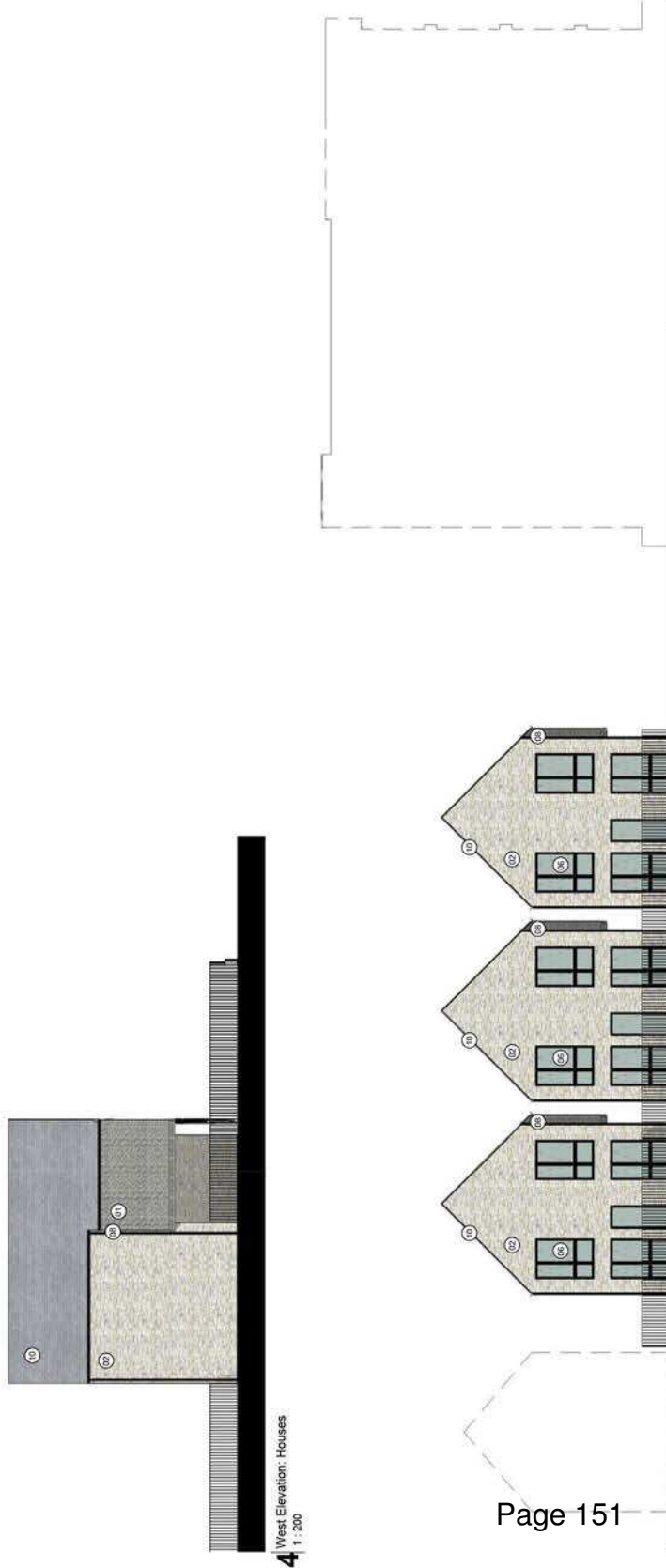
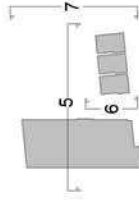
MAS
SM
Date: 23/11/17
Scale: @ A3

AA3143-2514
REV -
Planning

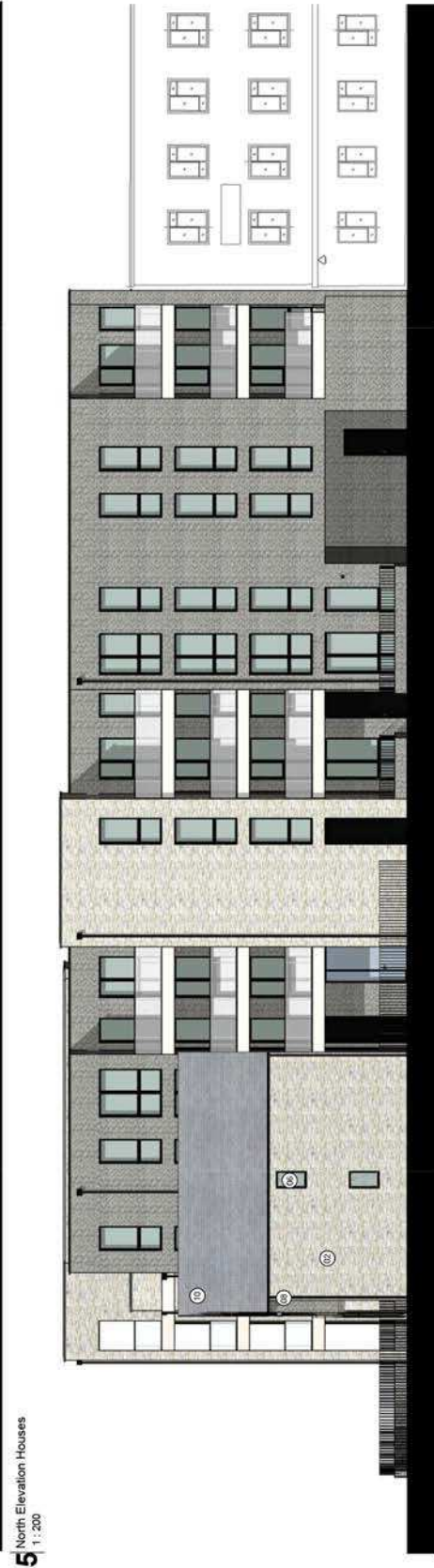


Materials Key

- 01 Facing brick (Medium Grey colour brick with uniform tone)
- 02 Facing brick (Light grey brick with varied tone)
- 03 Brick Detail: Stacked brick panel between windows
- 04 Horizontal band: Reconstituted stone
- 05 Opaque glass balustrades. Vertical posts not visible from street.
- 06 Windows: Composite windows (Aluminium with black external frame RAL 9011)
- 07 Aluminium Doors (Powder Coated, RAL 9011)
- 08 Rainwater Downpipes: Powder Coated (Aluminium Square profile, black RAL 9011)
- 09 Copings: Reconstituted stone to match feature band.
- 10 Fibre cement roof tiles: colour slate.



4 West Elevation: Houses
1:200



5 North Elevation Houses
1:200

6 East Elevation: Houses
1:200



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Rev	Date	Description
1		First Issue

Drawn	Checked	MAS
SM		

Date	Scale
23/11/17	@ A3

Malt House, Eastcote
Proposed Elevations in Context
(Sheet II)

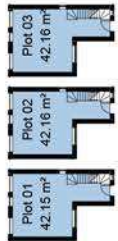
AA3143-2515
REV -
Planning



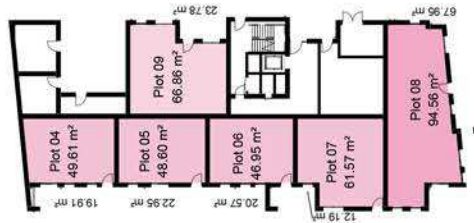
Unit Type

- RENT 1B2P FL W
- RENT 2B4P M
- RENT 3B4P FL
- SO 1B2P FL
- SO 2B4P FL
- SO 3B5P FL
- PRIV 1B2P FL
- PRIV 2B3P FL
- PRIV 2B4P FL
- PRIV 3B5P FL
- PRIV 3B5P H
- Calculating...

Houses



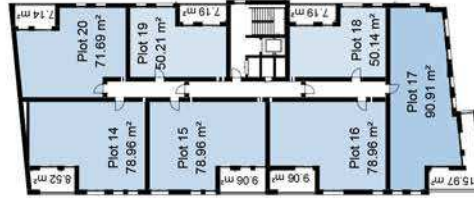
Level 1
1: 500



Level 0
1: 500



Level 1
1: 500



Level 2
1: 500



Level 3
1: 500

Accommodation Schedule

Name	Unit Type	Preset	Dwelling Type	Area m²	Tenure	Unit Occupancy	Unit Count
Plot 01	PRIV 3B5P H		House	56.0 m²	Private	5	1
Plot 01	Private Amenity			61.8 m²			0
Plot 02	Private Amenity			59.3 m²			0
Plot 03	PRIV 3B5P H		House	56.0 m²	Private	5	1
Plot 03	Private Amenity			65.9 m²			0
Plot 04	SO 2B4P FL		House	52.81 m²	Shared Ownership	4	10
Plot 04	Private Amenity			26.4 m²			0
Plot 05	SO 2B4P M		Maisonette	101.5 m²	Shared Ownership	4	10
Plot 05	Private Amenity			31.1 m²			0
Plot 06	SO 2B4P M		Maisonette	91.5 m²	Shared Ownership	4	10
Plot 06	Private Amenity			51.5 m²			0
Plot 07	SO 2B4P M		Maisonette	122.6 m²	Shared Ownership	4	10
Plot 07	Private Amenity			21.3 m²			0
Plot 08	SO 2B4P FL		House	52.81 m²	Shared Ownership	4	10
Plot 08	Private Amenity			94.6 m²			0
Plot 09	SO 2B4P FL		House	52.81 m²	Shared Ownership	4	10
Plot 09	Private Amenity			66.9 m²			0
Plot 10	SO 3B5P FL		Flat	25.9 m²	Shared Ownership	5	1
Plot 10	Private Amenity			16.0 m²			0
Plot 11	SO 3B5P FL		Flat	25.9 m²	Shared Ownership	5	1
Plot 11	Private Amenity			16.0 m²			0
Plot 12	SO 1B2P FL		Flat	50.1 m²	Shared Ownership	2	1
Plot 12	Private Amenity			7.2 m²			0
Plot 13	SO 1B2P FL		Flat	50.1 m²	Shared Ownership	2	1
Plot 13	Private Amenity			7.1 m²			0
Plot 14	SO 2B4P FL		Flat	79.0 m²	Shared Ownership	4	10
Plot 14	Private Amenity			6.5 m²			0
Plot 15	SO 2B4P FL		Flat	79.0 m²	Shared Ownership	4	10
Plot 15	Private Amenity			7.0 m²			0
Plot 16	SO 2B4P FL		Flat	79.0 m²	Shared Ownership	4	10
Plot 16	Private Amenity			9.1 m²			0
Plot 17	SO 2B4P FL		Flat	50.9 m²	Shared Ownership	5	1
Plot 17	Private Amenity			16.0 m²			0
Plot 18	SO 2B4P FL		Flat	50.3 m²	Shared Ownership	2	1
Plot 18	Private Amenity			7.2 m²			0
Plot 19	SO 2B4P FL		Flat	50.2 m²	Shared Ownership	2	1
Plot 19	Private Amenity			56.2 m²			0
Plot 20	SO 2B4P FL		Flat	71.7 m²	Shared Ownership	4	10
Plot 20	Private Amenity			7.1 m²			0
Plot 21	SO 2B4P FL		Flat	65.1 m²	Shared Ownership	4	10
Plot 21	Private Amenity			22.2 m²			0
Plot 22	SO 2B4P FL		Flat	22.5 m²	Shared Ownership	3	10
Plot 23	SO 2B4P FL		Flat	79.0 m²	Shared Ownership	4	10
Plot 23	Private Amenity			9.1 m²			0
Plot 24	SO 2B4P FL		Flat	50.1 m²	Shared Ownership	4	10
Plot 24	Private Amenity			26.6 m²			0
Plot 25	SO 2B4P FL		Flat	50.1 m²	Shared Ownership	2	1
Plot 25	Private Amenity			7.2 m²			0
Plot 26	SO 2B4P FL		Flat	52.2 m²	Shared Ownership	2	1
Plot 26	Private Amenity			52.2 m²			0
Plot 27	SO 2B4P FL		Flat	71.6 m²	Shared Ownership	4	10
Plot 27	Private Amenity			7.1 m²			0

General Notes

- Any indication of the boundaries to be considered in this plan shall be shown by a solid line. The boundaries shown on this plan are not to be construed as a warranty of accuracy. The Engineer shall be responsible for any errors in this plan.
- The underlying survey information has been provided by the contractor and shall be verified by the Engineer. The contractor shall check all levels and dimensions, and the Engineer shall check all levels and dimensions, and the contractor shall be responsible for any errors in this plan.
- All information regarding below ground obstructions, including but not limited to, existing manholes, shall be provided to the Engineer at the time of the survey. The contractor shall be responsible for any errors in this plan.
- Levels of site boundary to match existing unless otherwise stated.

Drainage Notes

- The discharge into the storm drain shall be subject to a section 103 approval with Tameside Water.
- The discharge into the storm drain shall be subject to a section 103 approval with Tameside Water.
- 115mm² required attenuation will be provided in a mixture of 100mm diameter attenuation tanks (20mm²) within the site. The tanks shall be 1200mm high, 2200mm long, 1200mm wide and 1200mm deep. The tanks shall be constructed of 100mm diameter units with 100mm diameter units used internally.
- 32mm² of permeable paving will be used across the site adjacent to the new drainage system to provide attenuation. The paving shall be provided in a mixture of 100mm diameter units with 100mm diameter units used internally.
- Private drainage to comply with NREB guidance and BS8105.
- Private drainage to comply with NREB guidance and BS8105.

MANHOLE SCHEDULE - SITE A

MANHOLE	COVER LEVEL	INVERT LEVEL	DEPTH IN METRES	CHAMBER SIZE(mm)	COVER TYPE	REMARKS
FOUL WATER						
F1	51.000	48.800	2.200	1200Ø	B125	PC RING
F2	51.000	48.800	2.180	450Ø	B125	DNIC
F3	50.850	48.900	1.950	1200Ø	D400	PC RING
F4	50.800	49.500	1.300	1200Ø	D400	PC RING
F5	50.850	49.650	1.200	450Ø	A15	PPIC
F6	50.850	49.900	0.950	450Ø	A15	PPIC
F7	50.850	50.000	0.850	450Ø	A15	PPIC
F8	50.850	49.600	1.250	450Ø	B125	DNIC
F9	50.850	49.800	0.950	450Ø	B125	DNIC
F10	50.850	50.000	0.850	450Ø	B125	PPIC
F11	50.975	50.000	0.975	450Ø	B125	PPIC

MANHOLE SCHEDULE - SITE A

MANHOLE	COVER LEVEL	INVERT LEVEL	DEPTH IN METRES	CHAMBER SIZE(mm)	COVER TYPE	REMARKS
SURFACE WATER						
S2	50.900	49.020	1.880	1500Ø	B125	PC RING FLOW CONTROL
S3	50.850	48.170	1.680	1200Ø	D400	PC RING
S4	50.750	49.270	1.480	1200Ø	D400	PC RING
S5	NOT USED					
S6	50.600	49.420	1.180	1200Ø	B125	PC RING CATCH PIT
S7	50.600	48.700	0.900	450Ø	B125	PPIC
S8	50.850	49.500	1.350	450Ø	B125	DNIC
S9	50.850	49.650	1.200	450Ø	B125	PPIC
S10	50.800	48.750	1.050	450Ø	B125	PPIC
S11	50.850	50.000	0.850	450Ø	B125	PPIC
S12	50.950	50.100	0.850	450Ø	B125	PPIC
S13	50.950	49.650	1.300	450Ø	A15	DNIC
S14	50.950	49.750	1.200	450Ø	A15	PPIC
S15	50.950	49.850	1.100	450Ø	A15	PPIC
S16	50.950	49.950	1.000	450Ø	A15	PPIC



PRELIMINARY

REV DATE DESCRIPTION BY DATE

HOME GROUP

Drainage Layout Site A

PROJECT: Malt House & Woodlands Avenue

SCALE: 1:1000 (A1) DATE: July 2018 DRAWN BY: GAVIN ADKINS

11756-CIV-200

Tully DeAth consultants
Engineering at its Best
1. Tully DeAth Consultants Ltd
www.tullydeath.com

Legend

Existing Ground Levels: Yellow rectangle

Permeable Paving: Blue rectangle

Private Drainage Symbols: Red circle with 'g', Red circle with 'sg', Blue circle with 'g', Blue circle with 'sg'

Polypropylene Inspection Chamber: Blue circle with 'X'

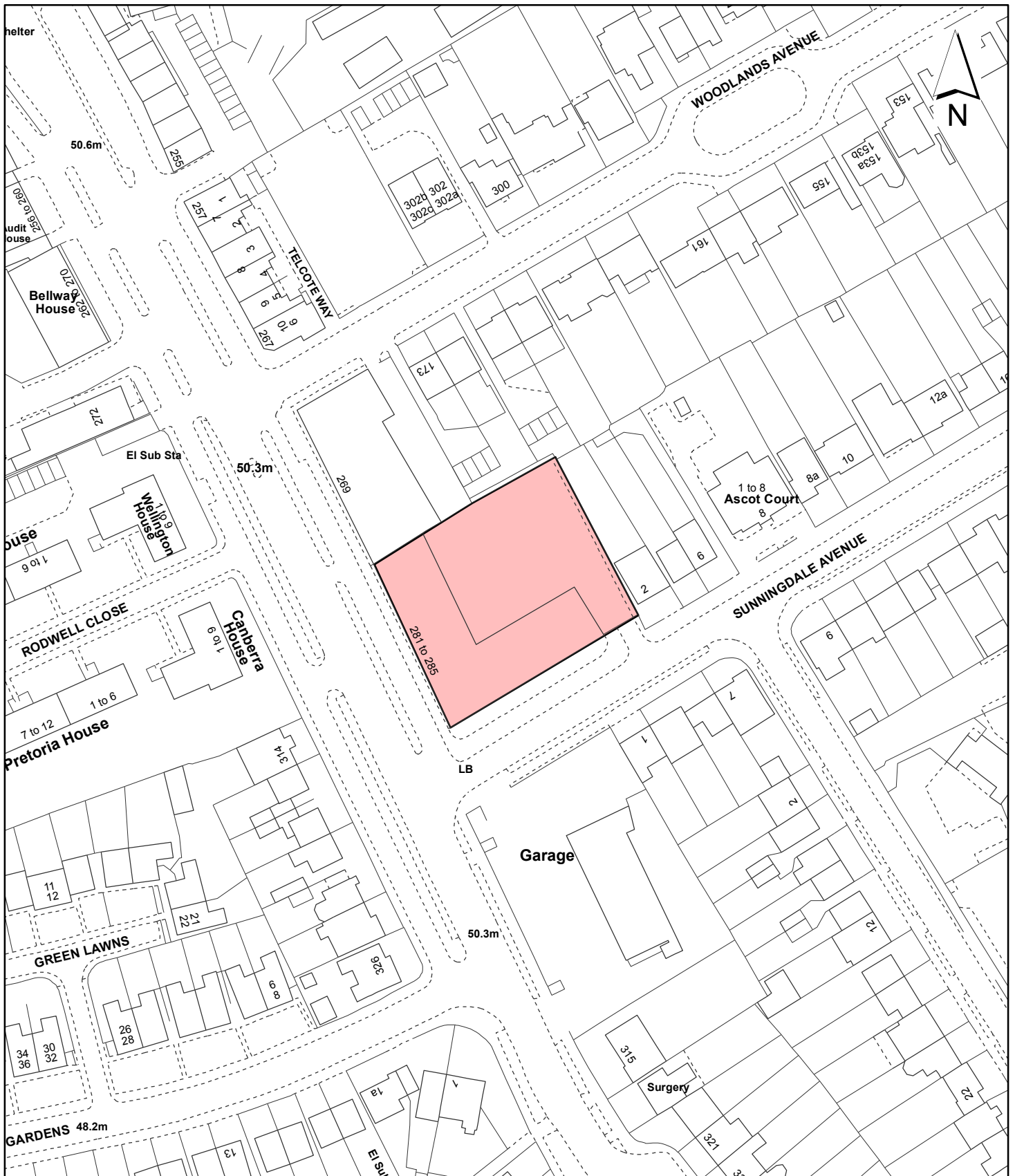
Constructive Manhole: Blue circle with 'g'

Catchpit: Blue circle with 'g'

Trench Gully/Down Gully: Blue line with 'g'

Roading Eye: Blue line with 'g'

ACD channel: Blue line with 'g'



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Matt House, 281 Field End Road</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref: 23156/APP/2017/4464</p>	<p>Scale 1:1,250</p>	
	<p>Planning Committee Major Application</p>	<p>Date March 2018</p>	

Report of the Head of Planning, Sport and Green Spaces

Address UNIT E, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

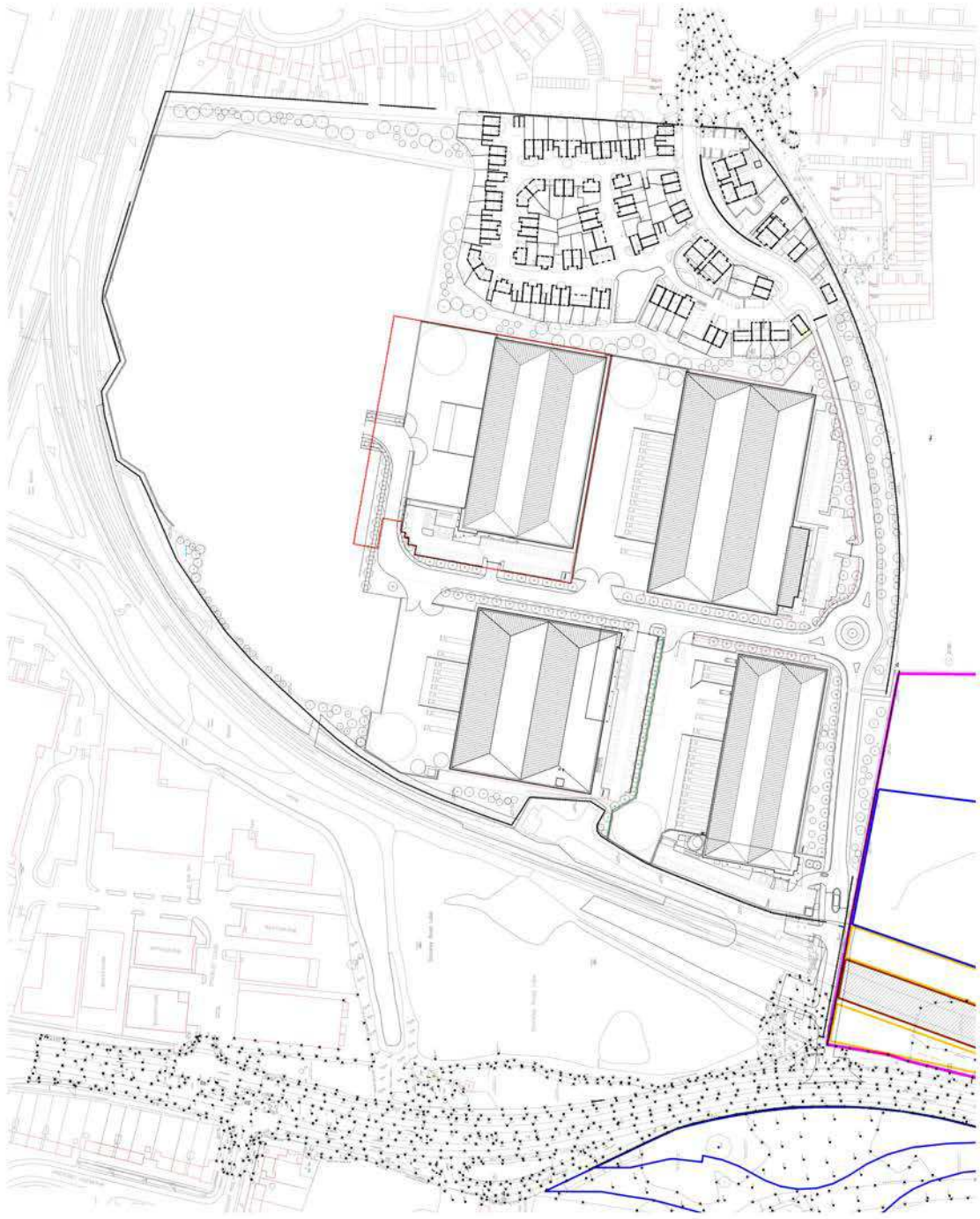
Development: Installation of effluent treatment plant within existing service yard with resultant realignment of service yard fence and reduction in site landscaping.

LBH Ref Nos: 73366/APP/2017/4345

Date Plans Received: 01/12/2017 **Date(s) of Amendment(s):**

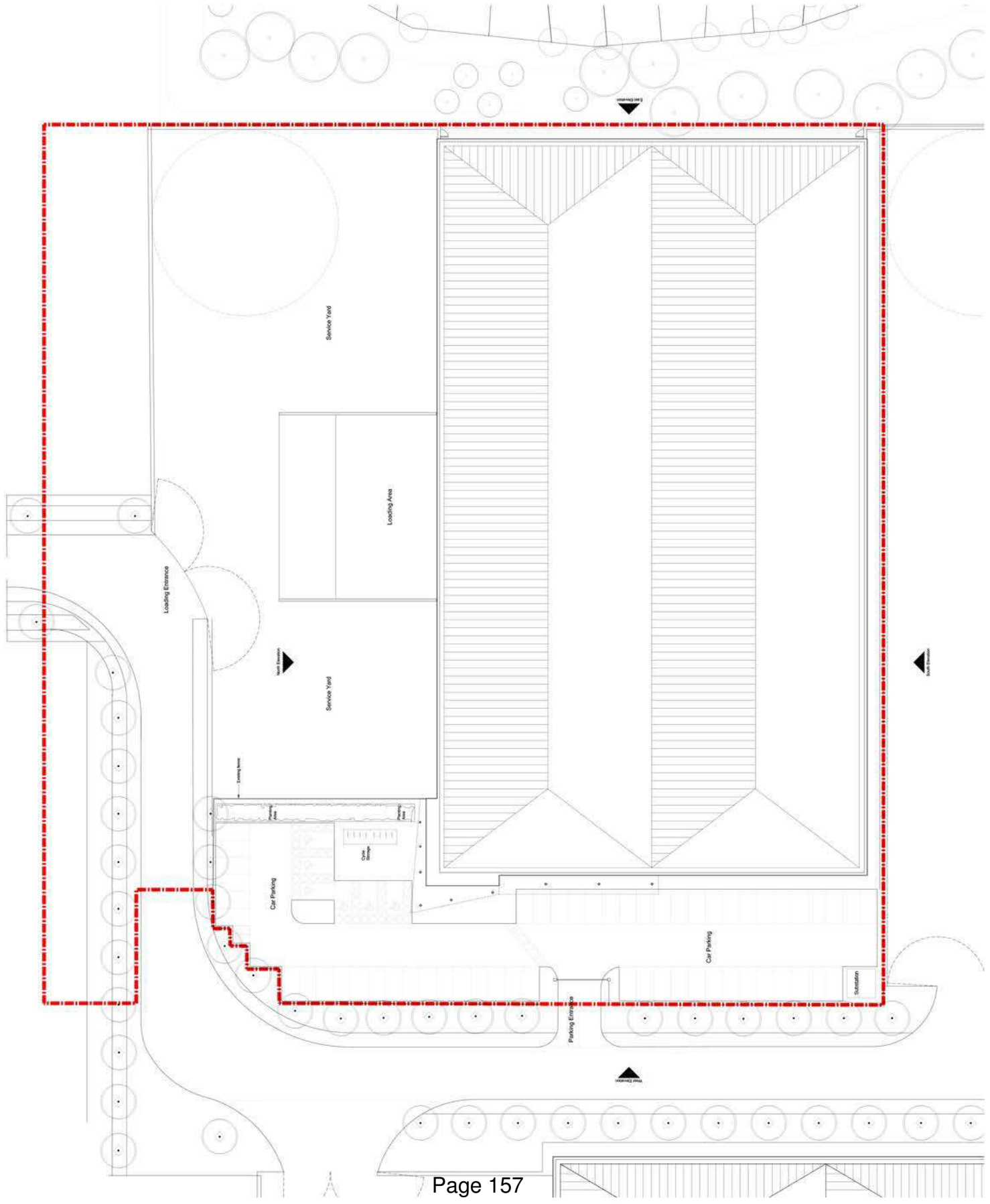
Date Application Valid: 05/12/2017

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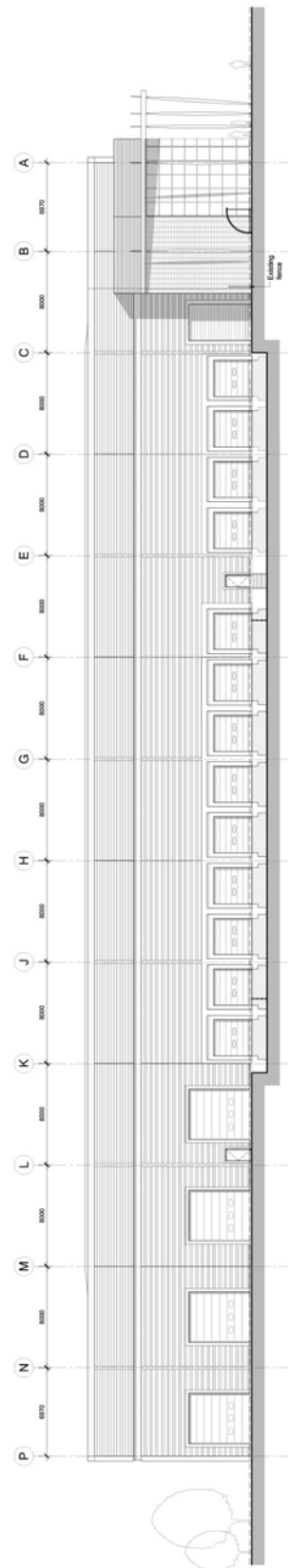
AT Drawing
 P1 23/11/17 Issues for Planning
 revision:
 address 11-13 Market Place London W1W 6AH
 www michaeljohn.com
 020 7960 1415
 registered company number 402 7890
 email GJ.DC1
 Robert Treatment Plant
 title Site Location Plan
 scale of A1 1:1250
 status Planning
 ref 315-0-201 rev P1

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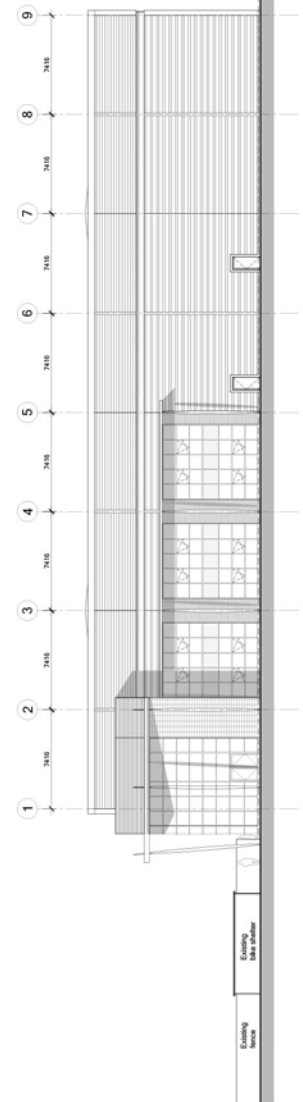


P1 23.11.17		Issue for Planning	A1 Drawing	
Revision:				
Address:		11 - 13 Market Gate London W1W 6AH		
www:		michaeldrain.com		
Telephone:		020 7360 1415		
Registration:		Registered Company number 402 7890		
Ref:		315		
Title:		CG DC4 (Urban Treatment Plant)		
Scale of A1:		1:250		
Status:		Planning		
Project No.:		315-0-205		
Drawing No.:		P1		

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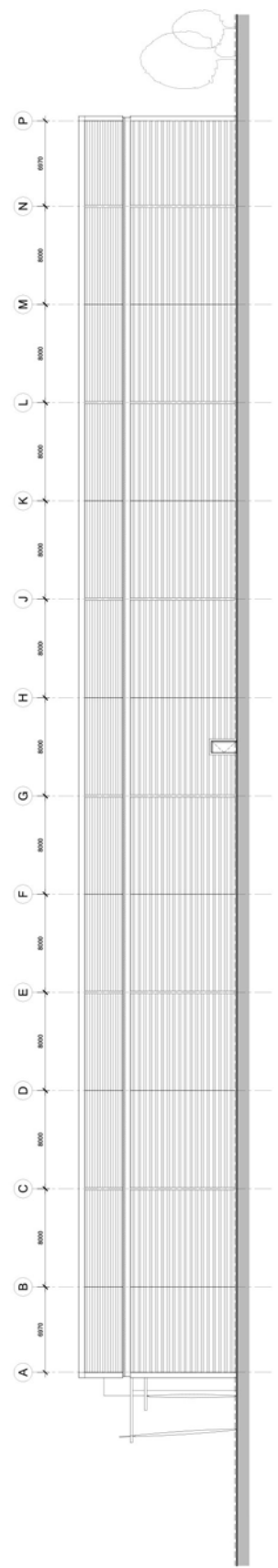
North Elevation



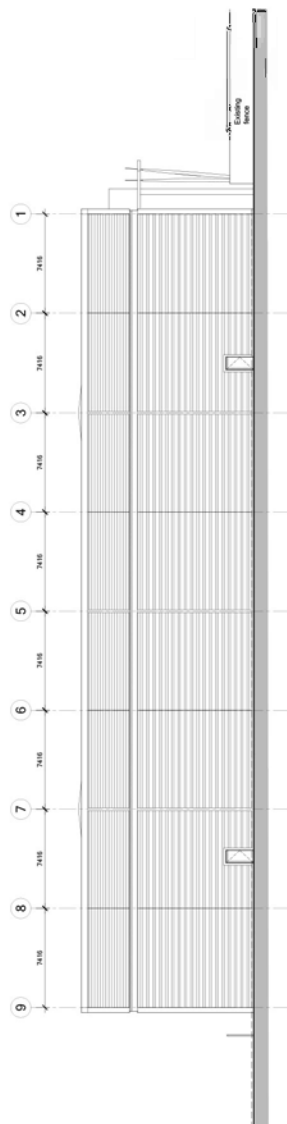
West Elevation

P1 23.11.17 Issued for Planning
 AT drawing
 revision:
 address: 11 - 13 market place london W1W 6AH
 www: michaeldm.com
 020 7350 1415
 registered:
 registration number: 405 7890
 ref: 315
 CG DC4
 (Green Treatment Plant)
 site: North & West Elevations
 Existing
 scale of A1: 1:200
 status: Planning
 n°: 315-0-220 rev: P1

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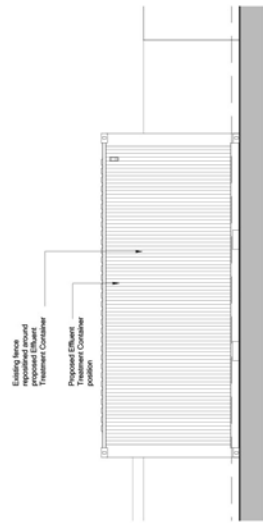
South Elevation



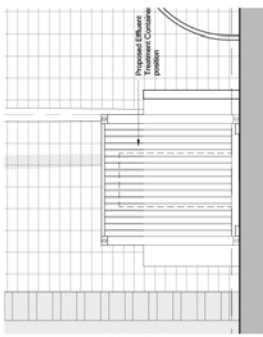
East Elevation

P1 23.11.17 Issued for Planning
 AT Drawing
 revision:
 address: 11 - 13 market place London, W1W 6AH
 www: michaelrain.com
 020 7350 1415
 registered:
 registration number: 405 7890
 ref: 315
 CG DC4
 (Green Treatment Plan)
 site: South & East Elevations
 Existing
 scale of A1: 1:200
 status: Planning
 ref: 315-0-221 rev: P1

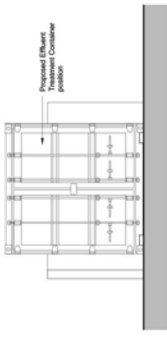
When an architectural plan is used for a building, it is subject to the Building Act 2004. The Building Act 2004 requires that a building must be constructed in accordance with the Building Code of Australia (BCA) and any applicable standards. The Building Code of Australia (BCA) is a set of minimum standards for buildings in Australia. It is a legal requirement that all buildings in Australia must comply with the BCA. The Building Code of Australia (BCA) is a set of minimum standards for buildings in Australia. It is a legal requirement that all buildings in Australia must comply with the BCA. The Building Code of Australia (BCA) is a set of minimum standards for buildings in Australia. It is a legal requirement that all buildings in Australia must comply with the BCA.



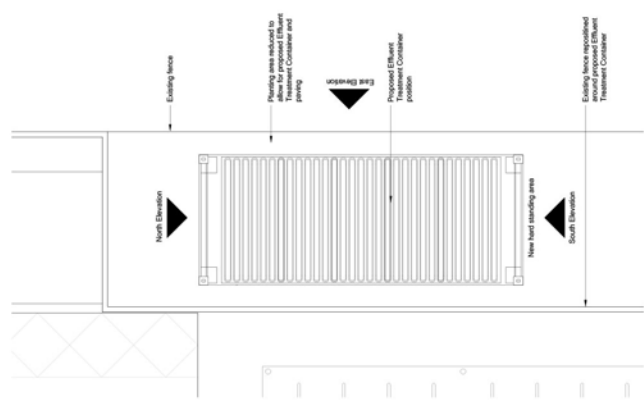
East Elevation



North Elevation



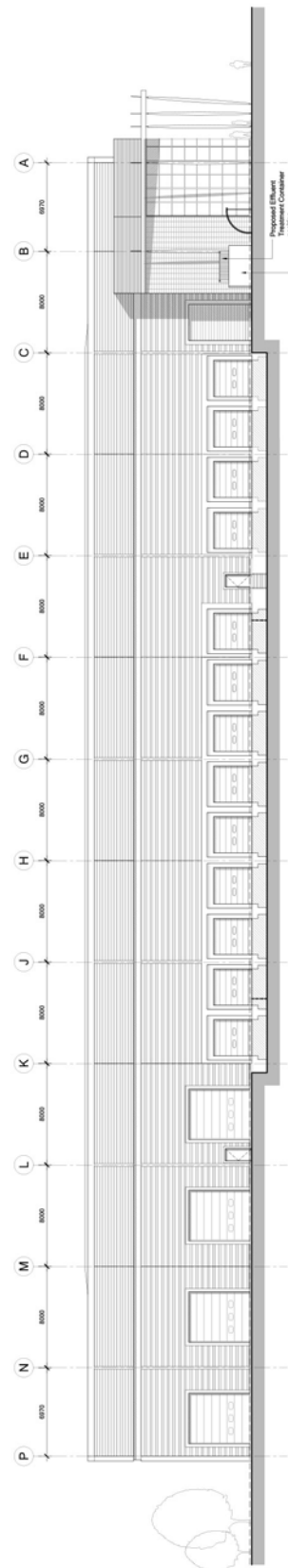
South Elevation



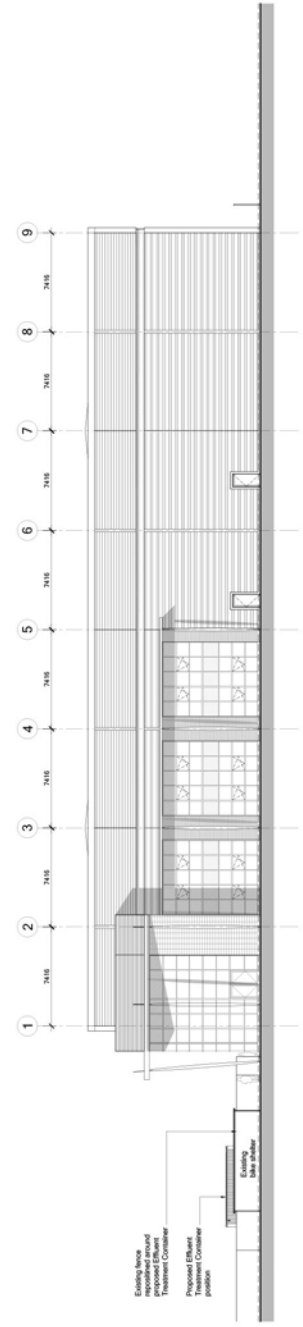
Plan

AT Drawing
 P1 23.11.17 Issued for Planning
 revision:
 address: 11 - 13 market place London W1W 6AH
 www: michaelraimarchitects.com
 telephone: 020 7350 1415
 registered: registered company number 405 7890
 ref: 315 CG DC4 Effluent Treatment Plant
 title: Container Plan & Elevation Proposed
 scale of A1: 1:50
 status: Planning
 ref: 315-0-280 rev: P1
 Michaelraimarchitects

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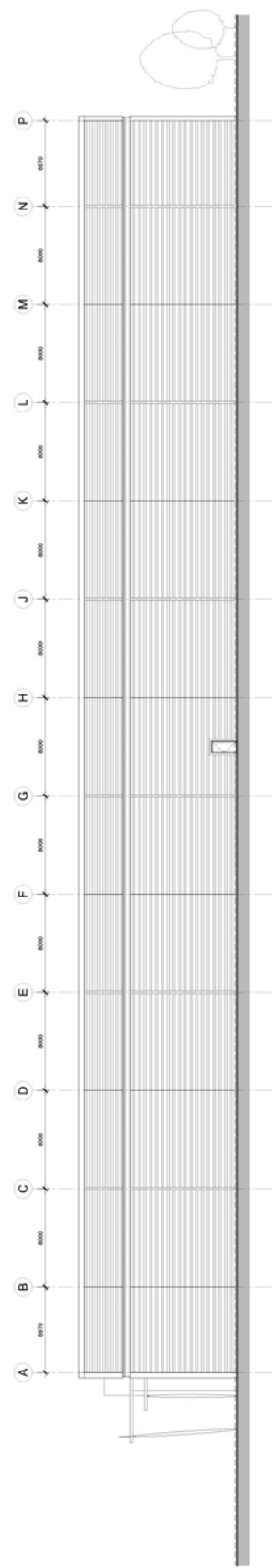
North Elevation



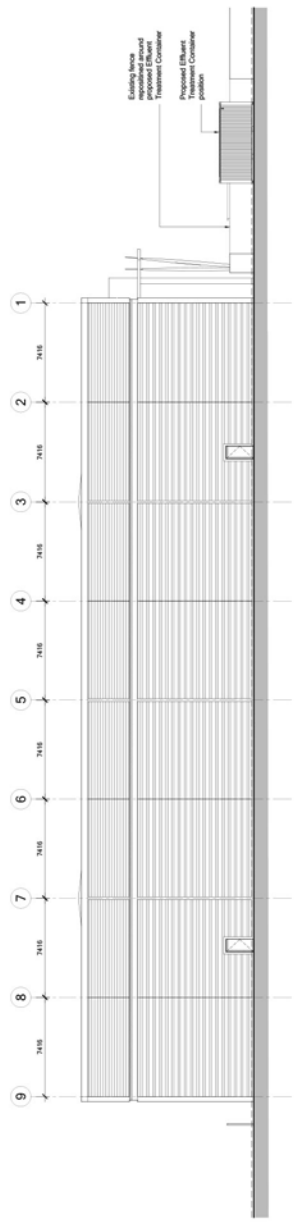
West Elevation

P1 23.11.17 Issued for Planning
 AT drawing
 revision:
 address: 11-13 market place London W1W 6AH
 www: michaelm.com
 telephone: 020 7360 1415
 registered: in England / company number: 405 7890
 ref: 315 CG DC4 Effluent Treatment Plant
 site: North & West Elevations
 Proposed
 scale of A1: 1:200
 status: Planning
 n°: 315-0-270 rev: P1

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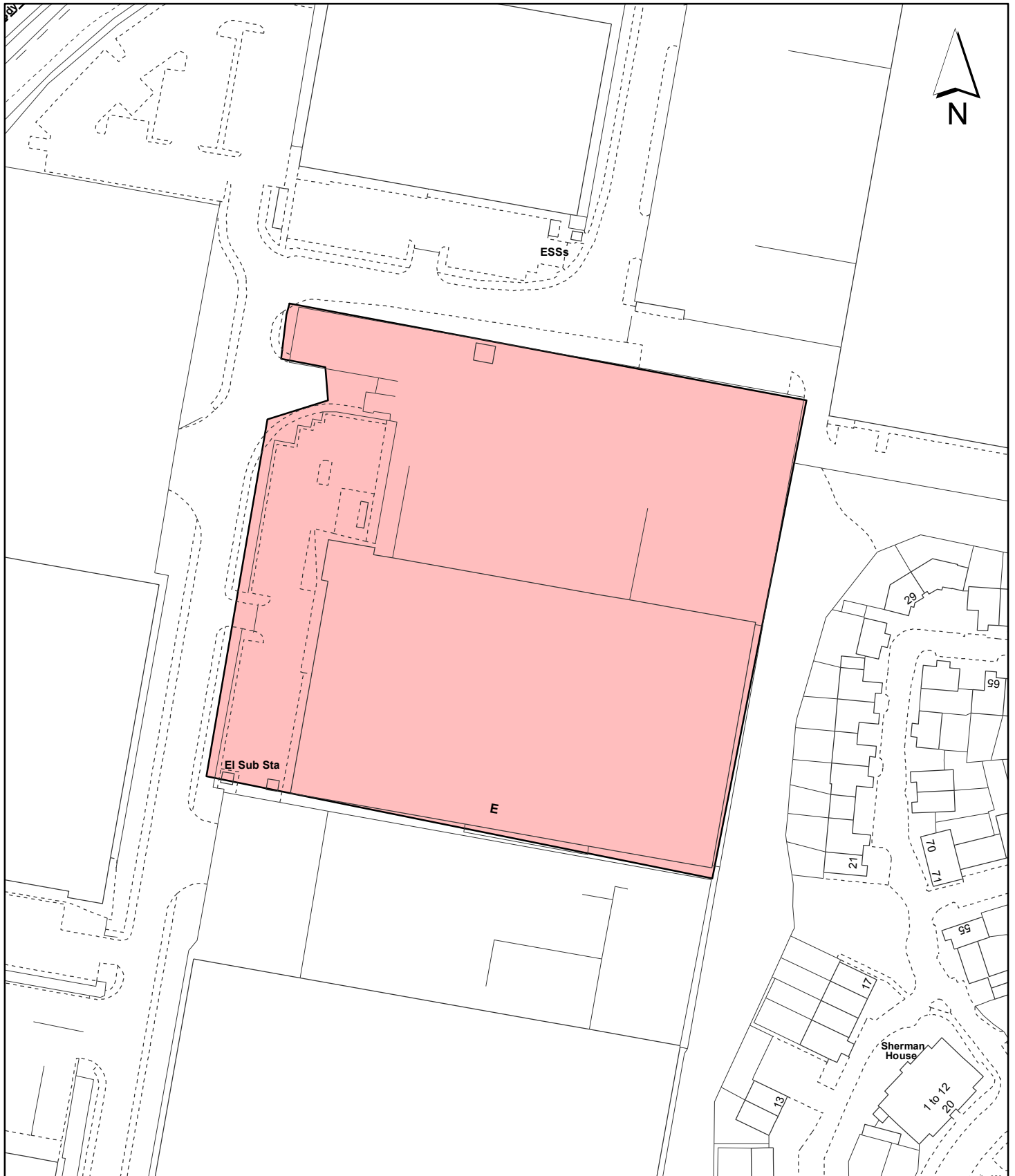




South Elevation



East Elevation

P1 23.11.17 Issued for Planning
 AT Drawing
 revision:
 address: 11 - 13 market place London, W1W 6AH
 www: michaelm.com
 telephone: 020 7350 1415
 registered: in England / company number: 405 7890
 ref: 315
 CG DC4
 (Elevated Treatment Plant)
 site: South & East Elevations
 Proposed
 scale of A1: 1:200
 status: Planning
 n°: 315-0-271 rev: P1



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	<p>Planning Application Ref:</p> <p style="text-align: center;">73366/APP/2017/4345</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 HILLINGDON <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">March 2018</p>	

Report of the Head of Planning, Sport and Green Spaces

Address CLUBHOUSE, FIELD END RECREATIONAL GROUND FIELD END ROAD
EASTCOTE

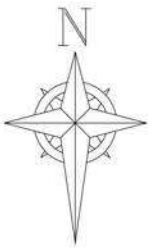
Development: Demolition and replacement of existing club house. Resurfacing of existing access road and provision 23 new hard surfaced car parking spaces (including 2 disabled bays).

LBH Ref Nos: 73434/APP/2017/4640

Date Plans Received: 22/12/2017

Date(s) of Amendment(s):

Date Application Valid: 16/01/2018



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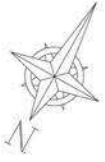
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Project:
**Field End Recreation Ground
 Club Building**

Drawing Title:
Existing Site Plan

Dr:	Revision:	Date:
Client: London Borough of Hillingdon		
Drawing Issue: Planning		
A4 Scale: 1:1200	Drawing Nr: SP01	Revision:
Drawn: JP	Authorised by: SC	Date: 18.12.17

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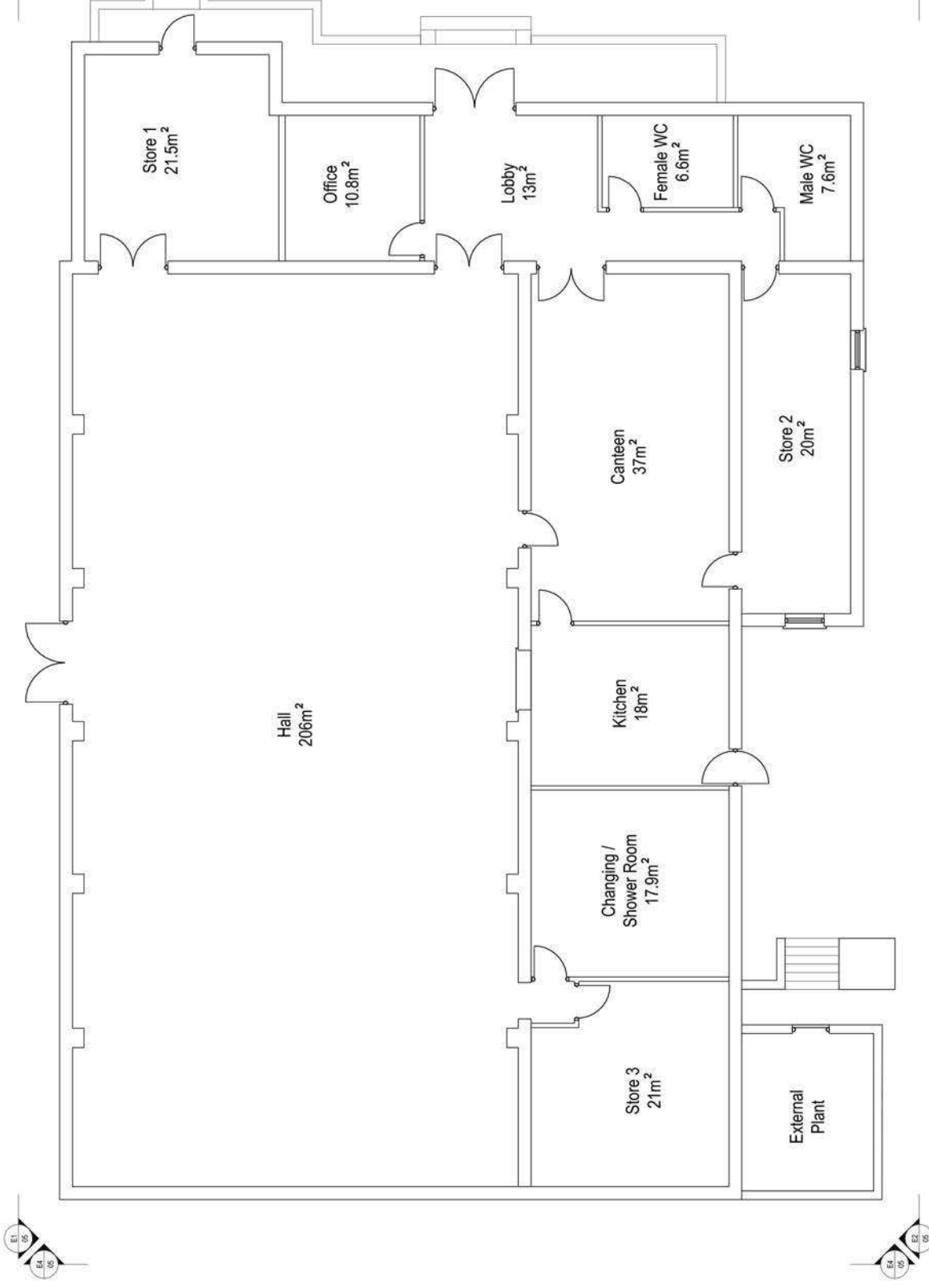
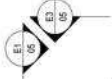
Dr	Revision	Date:
60 New Broad Street, London, UK, EC2M 1JJ T: +44 (0)207 398 8300 - F: +44 (0)207 623 0466 W: www.rlb.com - E:		

Client:
 London Borough of Hillingdon
 Drawing Issue:
 Planning
 Project:
 Field End Recreation Ground
 Club Building
 Drawing Title:
 Existing Block Plan

A3 Scale:	Drawn:	Authorised by:	Date:
1:400	JP	SC	28.08.17
Drawing Nr:	Revision:		

Existing Block Plan
 Scale 1:400

- Notes**
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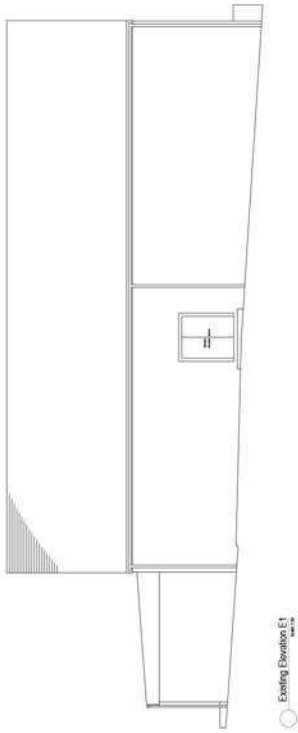
Existing Ground Floor Plan
Scale: 1:100

Dr:	Revision:	Date:
60 New Broad Street, London, UK, EC2M 1JJ T: +44 (0)207 398 8300 - F: +44 (0)207 623 0466 W: www.rlb.com		

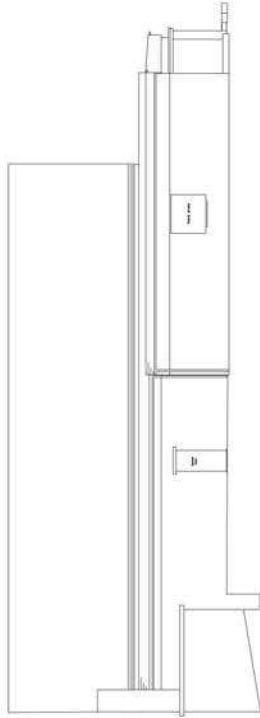
Client: London Borough of Hillingdon
 Drawing Issue: Planning
 Project: Field End Recreation Ground Club Building
 Drawing Title: Existing Ground Floor Plan

A3 Scale:	Drawn:	Authorised by:	Date:
1:100	JP	SC	23.08.17

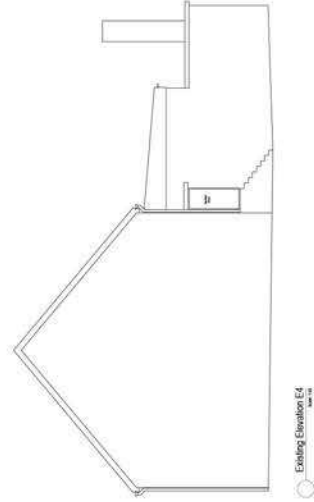
Drawing No: 14650001.01
 Revision:



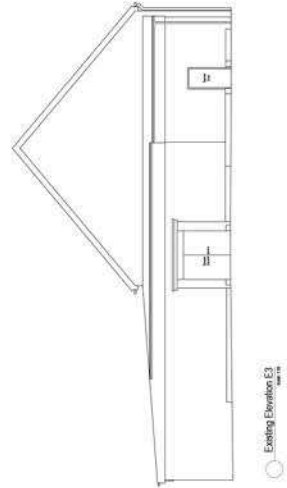
Existing Elevation E1
1/8" = 1' 0"



Existing Elevation E2
1/8" = 1' 0"



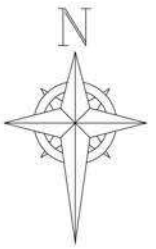
Existing Elevation E4
1/8" = 1' 0"



Existing Elevation E3
1/8" = 1' 0"

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Dr. Revision	Date
80 NEW BRIDGE STREET, LONDON, UK, EC2M 3JZ T: +44 (0)207 288 8300 F: +44 (0)207 623 8466 W: www.rlbb.com	
Client:	London Borough of Hillingdon
Drawing Name:	Planning
Project:	Field End Recreation Ground Club Building
Drawing Title:	Existing Elevation
U.S. State:	Drawn:
Alt:	Author/By:
Drawn:	Scale:
Author/By:	Rev:
Scale:	Revision:
Drawing No:	14655001.05



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Project:
**Field End Recreation Ground
 Club Building**

Drawing Title:
Proposed Site Plan

Dr:	Revision:	Date:
Client: London Borough of Hillingdon		
Drawing Issue: Planning		
A4 Scale: 1:1200	Drawing Nr: SP02	Revision:
Drawn: JP	Authorised by: SC	Date: 18.12.17

Approx line of existing trees

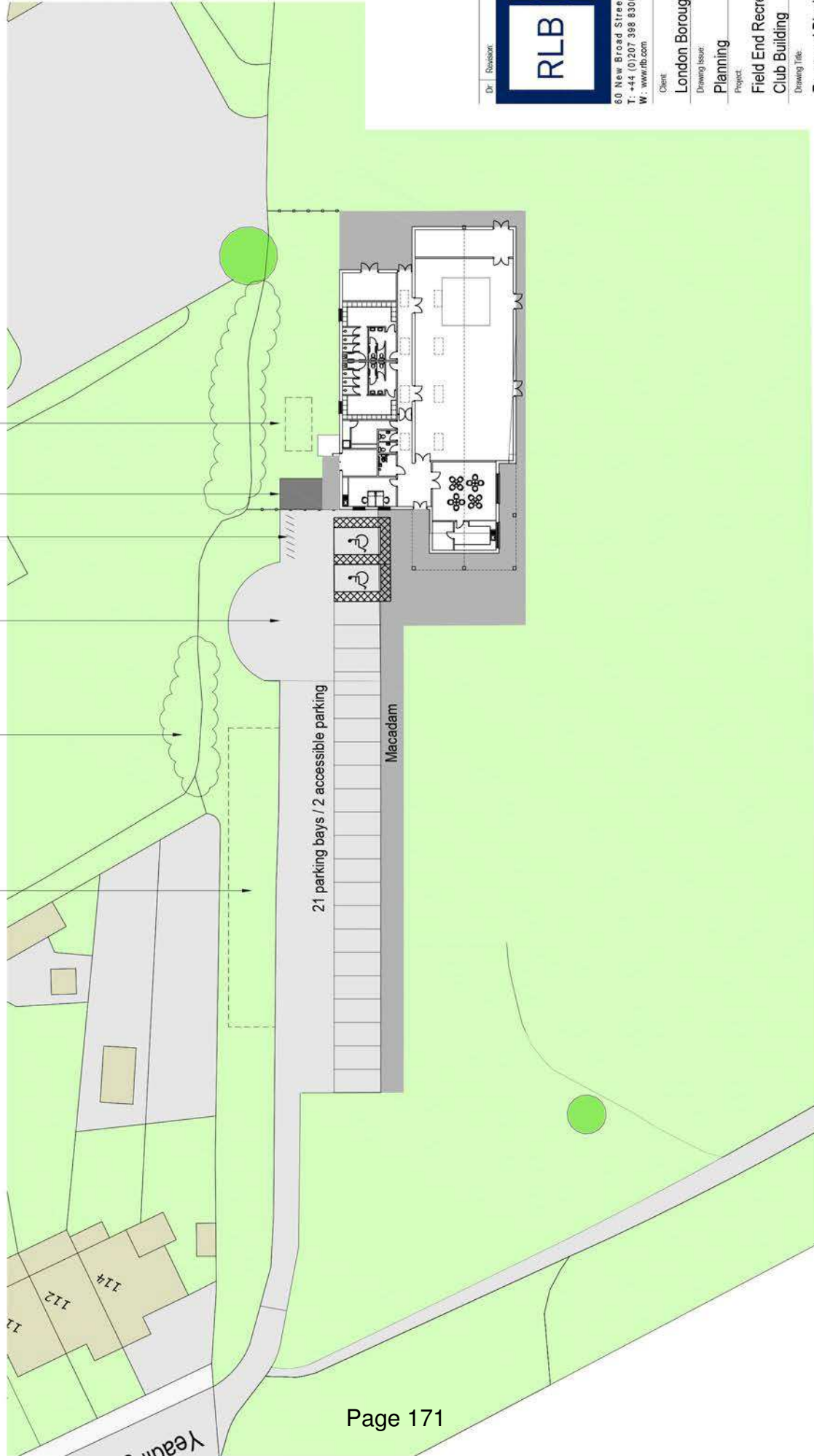
Future parking overflow if required

Location of cycle parking

New bin store

Location for below ground LPG if required

- and check levels before work commences
 - For discrepancies or omissions contact Rider Levett Bucknall
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DR: Revision: Date:

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60 New Broad Street, London, UK, EC2M 1JJ
T: +44 (0)207 398 8300 - F: +44 (0)207 623 0466
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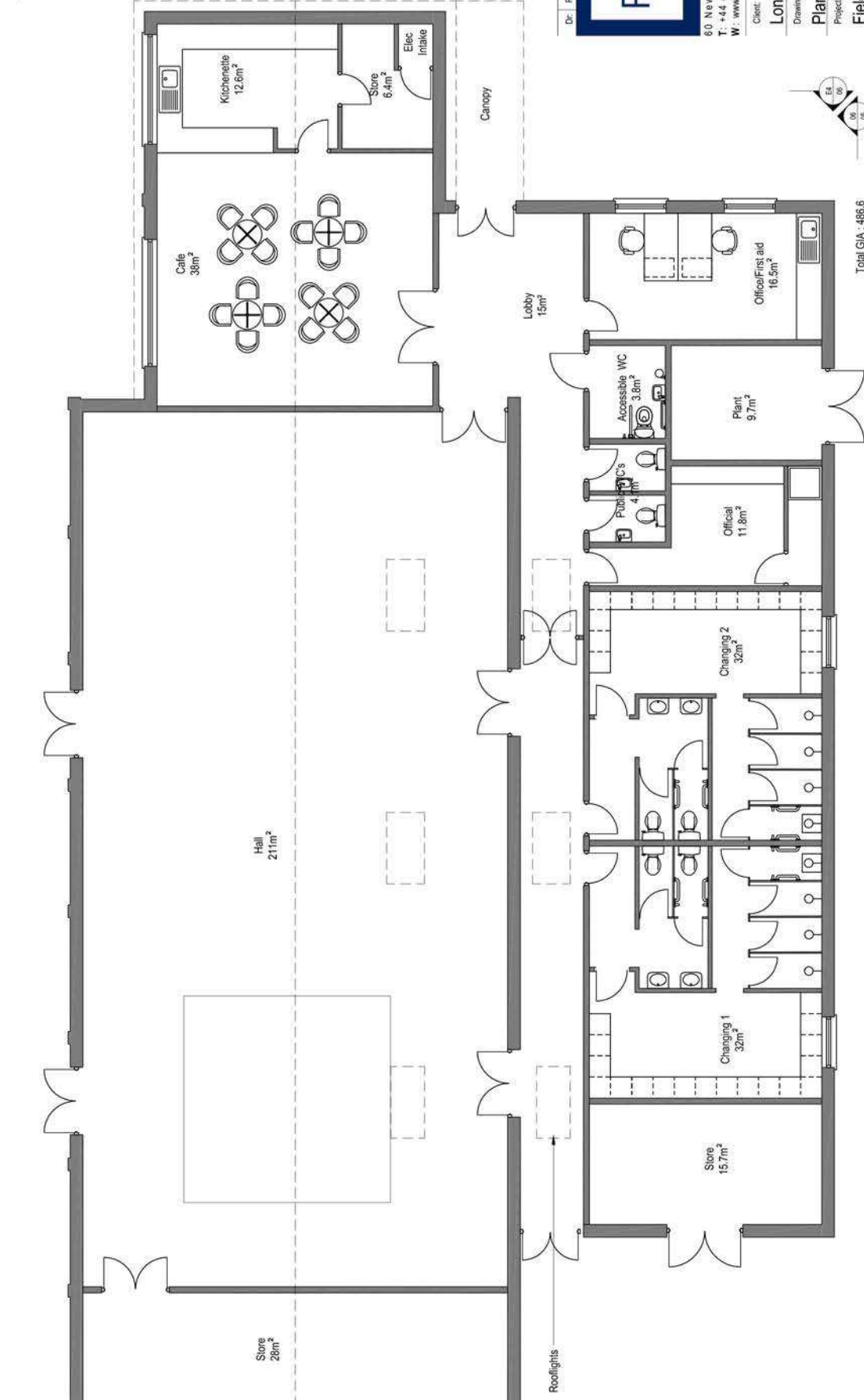
Client: London Borough of Hillingdon
Drawing Issue: Planning
Project: Field End Recreation Ground Club Building
Drawing Title: Proposed Block Plan

A3 Scale:	Drawn:	Authorised by:	Date:
1:400	JP	SC	28.08.17
Drawing Nr:	Revision:		

Notes

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Proposed Ground Floor Plan
Scale: 1:100

Total GIA: 488.6

Dr: Revision: _____ Date: _____

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T: +44 (0)207 398 8300 - F: +44 (0)207 623 0466
W: www.rlb.com

Client: London Borough of Hillingdon
Drawing Issue: Planning
Project: Field End Recreation Ground Club Building

Drawing Title: Proposed Ground Floor Plan

A3 Scale: _____ Drawn: _____ Authorised by: _____ Date: 23.08.17
1:100 _____

Drawing No: 14650001.02
Revision: E

Location of potential PV Panels

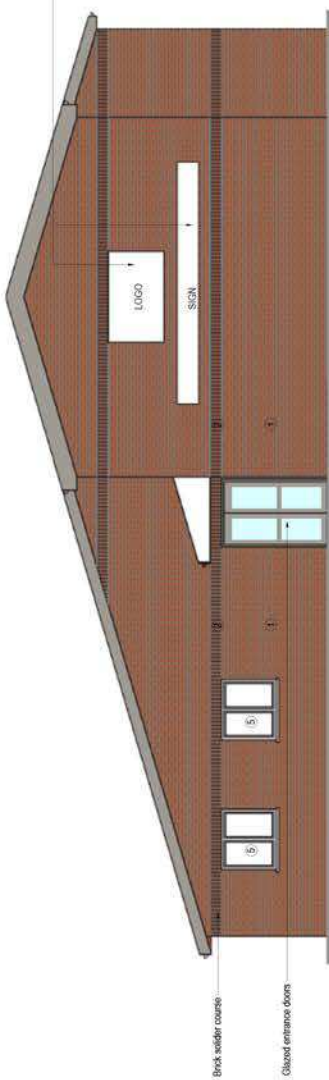


Proposed Elevation E1

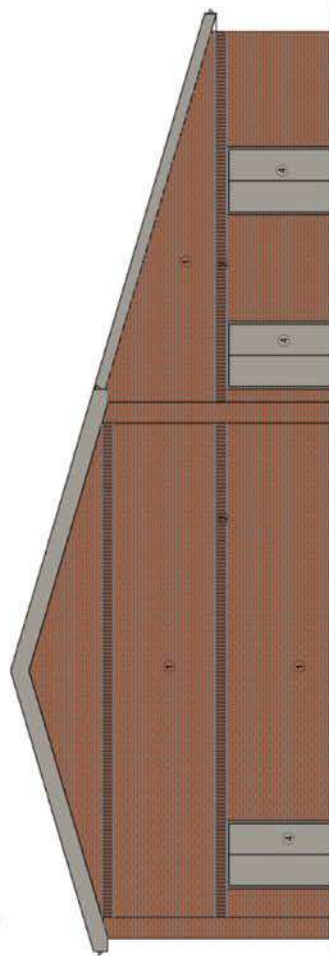


Proposed Elevation E2

Location of potential "Logo" and "Sign"



Proposed Elevation E3



Proposed Elevation E4

- Materials Key
- 1. Isoblock Laybrook Matt Orange Stock
 - 2. Isoblock Argilan Red Road
 - 3. Red lights
 - 4. Steel faced PV external doors
 - 5. Aluminium window and doors
 - 6. Profiled metal sheet roof in Olive Green BS12827

- General Notes
- This drawing is to be read in conjunction with all relevant specifications and drawings issued.
 - All dimensions are in millimetres unless otherwise stated.
 - Dimensions and levels shown below work commencing from the finished ground level.
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 - All work to be carried out in accordance with the relevant Building Regulations and to comply with all applicable statutory requirements.
 - All work to be carried out in accordance with the relevant Building Regulations and to comply with all applicable statutory requirements.
- Scale bar shown period of the correct paper size indicated in this block is 100mm

Dr. J. Bucknall

Rider Levett Bucknall

100, New Bridge Street, London, E.C.4N 3.JZ
 T: +44 (0)207 288 8200 - F: +44 (0)207 623 8466
 W: www.rlbn.com

Client: London Borough of Hillingdon

Drawing Name: Planning

Project: Field End Recreation Ground Club Building

Drawing Title: Proposed Elevations

Author: J. Bucknall

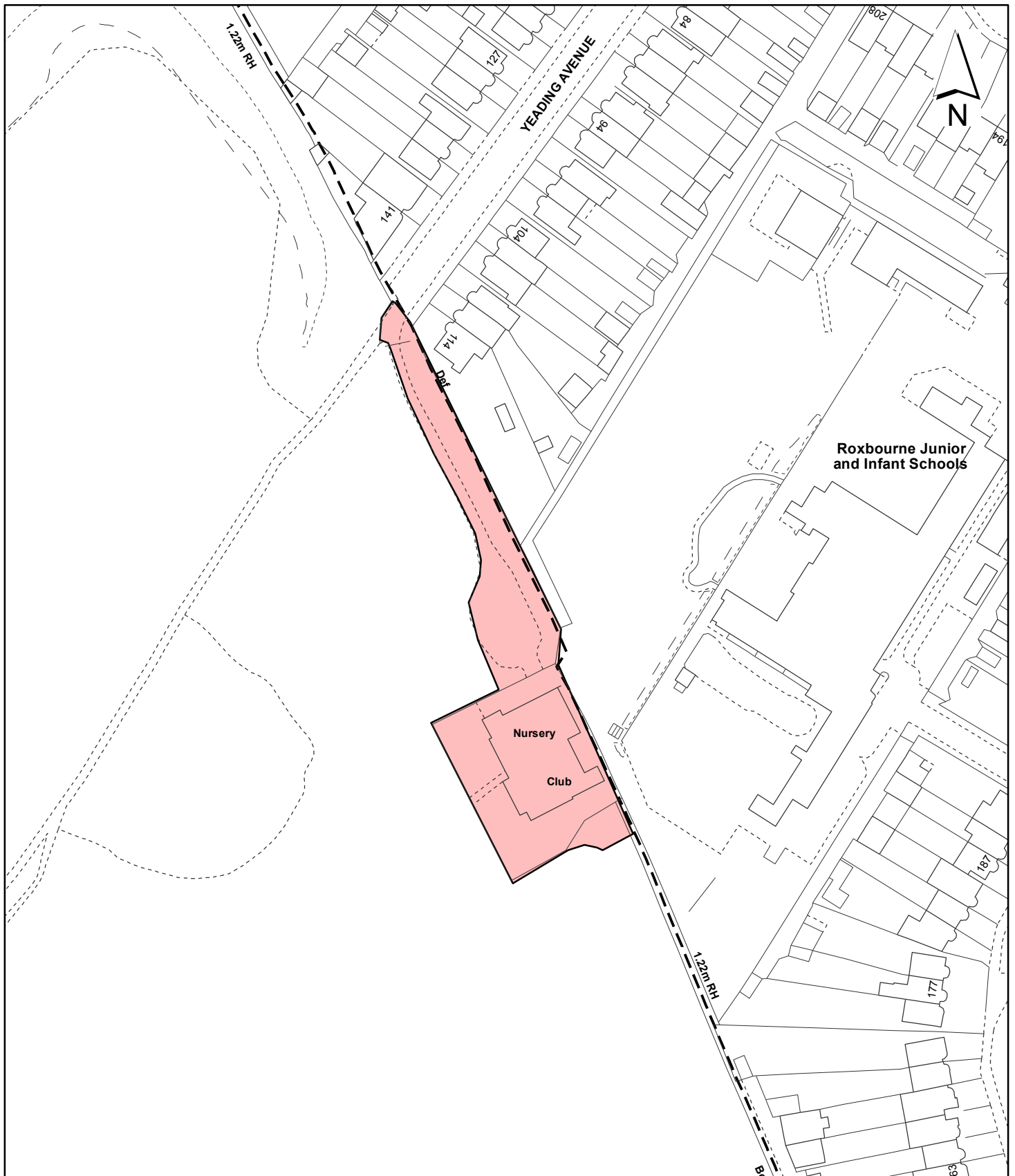
Checked: J. Bucknall

Drawn: J. Bucknall

Issue: 01

Drawing No: 14655001_06

Revision:



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	<p>Planning Application Ref: 73434/APP/2017/4640</p>	<p>Scale 1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee Major Application</p>	<p>Date March 2018</p>	