



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Eddie Lavery (Chairman)
Ian Edwards (Vice-Chairman)
Peter Curling
Jazz Dhillon
Janet Duncan (Labour Lead)
Carol Melvin
John Morgan
Brian Stead
David Yarrow

Date: TUESDAY, 24 MARCH 2015

Time: 7.00 PM OR AT THE RISING
OF THE NORTH PLANNING
COMMITTEE

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

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

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 without a Petition

	Address	Ward	Description & Recommendation	Page
5	Sites 1 and 2, Uxbridge Campus, Brunel University, Kingston Lane, Hillingdon - 532/APP/2012/670	Brunel	Application for Extension of Time to Implement Outline Application for Brunel University Master Plan proposals (ref:532/APP/2002/2237) comprising erection of 48,064 sq.m of new academic floorspace, 69,840 sq.m of new student residential accommodation, ancillary floorspace and infrastructure, provision of 645 additional parking spaces, improved access from Kingston lane, new access from Cowley road, highway improvements to Cleveland road, improved pedestrian and cycle routes, landscaping and environmental improvements (involving demolition of 18,600 sq.m of existing floorspace). Recommendation: Approval	1 - 52 262 - 282

6	Harefield Grove, Rickmansworth Road, Harefield - 28301/APP/2013/3104	Harefield	<p>Conversion of majority of historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall, retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement and reinstatement of former entrance lodge as two dwelling units. (Full Planning Application amended scheme).</p> <p>Recommendation: Approval</p>	<p>53 - 102</p> <p>265 - 282</p>
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7	Harefield Grove, Rickmansworth Road, Harefield - 28301/APP/2013/3105	Harefield	<p>Conversion of majority of historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall, retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement and reinstatement of former entrance lodge as two dwelling units. (Listed Building Consent Application amended).</p> <p>Recommendation: Approval</p>	<p>103 - 112</p> <p>283 - 284</p>
8	Northwood School, Potter Street, Northwood - 12850/APP/2014/4492	Northwood Hills	<p>Demolition of the existing Northwood School buildings and facilities and erection of a new three-storey six form of entry secondary school and single storey sports hall with associated facilities including playgrounds; sports pitches; car parking; landscaping; the creation of a pupil pick-up/drop-off area with access via Pinner Road; the provision of a secondary vehicular access via Potter Street; and ancillary development.</p> <p>Recommendation: Approval</p>	<p>113 - 166</p> <p>285 - 305</p>

9	555 Stonefield Way, Ruislip - 70454/APP/2015/383	South Ruislip	Demolition of an existing industrial building and the construction of a 3 storey industrial unit (use class b1b) and pedestrian link to unit 4 bradfield road with ancillary warehouse and office space and car parking. Recommendation: Approval	167 - 188 306 - 320
10	Former West Drayton Police Station, Station Road, West Drayton - 12768/APP/2014/1870	West Drayton	Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi detached houses, together with a 4 storey block of 31 flats, a with associated car and cycle parking and access road. Recommendation: Approval	189 - 236 321 - 331
11	Former West Drayton Police Station, Station Road, West Drayton - 12768/APP/2014/4071	West Drayton	Alterations to the garden wall situated in the rear area of the former police station site including: existing bricked up opening to be re-opened; formation of two new openings to match existing opening; formation of new inner wall; and formation of a rooflight (Application for Listed Building Consent). Recommendation: Approval	237 - 244 332 - 333

12	West Drayton Station, Station Approach, Yiewsley - 31592/APP/2015/186	Yiewsley	<p>Application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.</p> <p>Recommendation: Approval</p>	<p>245 - 260</p> <p>334 - 348</p>
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PART I - Plans for Major Applications Planning Committee

Pages 261 - 348

Agenda Item 5

Report of the Head of Planning, Sport and Green Spaces

Address	SITES 1 AND 2, UXBRIDGE CAMPUS, BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON		
Development:	Application for Extension of Time to Implement Outline Application for Brunel University Master Plan proposals (ref:532/APP/2002/2237) comprising erection of 48,064 sq.m of new academic floorspace, 69,840 sq.m of new student residential accommodation, ancillary floorspace and infrastructure, provision of 645 additional parking spaces, improved access from Kingston lane, new access from Cowley road, highway improvements to Cleveland road, improved pedestrian and cycle routes, landscaping and environmental improvements (involving demolition of 18,600 sq.m of existing floorspace).		
LBH Ref Nos:	532/APP/2012/670		
Drawing Nos:	01-09 Rev. M, Parameters Plan UPDATED TRANSPORT STATEMENT UPDATED FLOOD RISK STATEMENT DATED 22 MAY 2011 UPDATED ENERGY ASSESSMENT Development Strategy Transport Assessment, received 9/9/02 Supplementary Parking Statement, received 9/12/02 01-12 Rev. B Location Plan, received 17/12/02 01-10 Rev. A Existing use plan 01-11 Rev. A Context plan 01-02 Rev. C Circulation strategy 01-03 Rev. F Landscape strategy Fig 13.1 Context of campus Fig 13.2 Visual analysis Figs 13.3,4,5 & 6 Landscape visualisation Figs. 15.1 Rev.A,15.2 Rev.A, 15.3 Rev.A, 15.4 Rev.A, 15.5, 15.6,15.7, 15.8, 15.9, 15.10 Rev.A,15.11 Rev.A, 15.12, 15.13 -Transportation Analysis Fig. 16.1 Micro Climate Planning Support Statement Environmental Statement Architectural and Landscape Design Statement, received 17/12/02 Cleveland Road Supplementary Statement, received 19/12/02 01- 04 Rev Illustrative master plan MR09176/(95)C002 Rev. B, Proposed Traffic management Scheme received 9/7/03 Supplementary Environmental Information to Environmental Statement dated June 2003, amended by letter and addendum, received 10/7/03 Letters dated 1/7/03, 9/9/03 10/9/03 16/9/03 and 27/4/11 Updated Landscape Masterplan & Design Code Updated Air Quality Assessment Updated Access Statement		
Date Plans Received:	19/03/2012	Date(s) of Amendment(s):	04/06/2014
Date Application Valid:	18/04/2012		11/06/2012 18/04/2012

1. SUMMARY

This application seeks approval for a new planning consent to replace outline planning permission ref:532/APP/2002/2237 approved in 2004, in order to allow applications for the approval of reserved matters for the remaining phases of the masterplan proposals to be submitted to the Local Planning Authority before the expiration of 3 years and implemented within 5 years of the date of this permission (in the event of an approval). The student residential accommodation approved in 2004 has been fully completed. However, an element of the academic floor space remains outstanding. The application will allow sufficient time for the University to prepare and submit the remaining reserved matters applications, to enable the completion of the redevelopment of the Uxbridge Campus.

Since the outline planning permission was granted in 2004, the applicable policy framework has changed in certain areas. However, a review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy compliant.

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. As staff and student numbers are to remain the same, the implementation of the outstanding academic floor space will lead to no additional vehicular trips, but will lead to improved teaching conditions at the University.

The completion of the development at the University campus will secure the delivery of improved higher education facilities for the Borough, in keeping with objectives of the NPPF and the policies of the London Plan and the Hillingdon Local Plan.

Approval is recommended accordingly, subject to conditions attached to the previous outline permission being re-imposed, but amended to take into account applicable policy changes, and a deed of variation to the S106 Agreement, to ensure that the planning obligations previously secured are carried forward to the new outline permission.

2. RECOMMENDATION

- 1. That the application be referred back to the Greater London Authority.**
- 2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into a deed of variation with the applicant under Section 106 of the Town and**

Country Planning Act 1990 (as amended) and all appropriate legislation to secure the planning obligations contained in the S106 Agreement attached to the original outline planning permission ref:532/APP/2002/2237.

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

4. That if the above Section 106 agreement has not been finalised by 21st April 2015, or other time frame as may be agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse the application 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 off site highway improvements, the management and maintenance of the open area on Site 1, the River Pinn corridor and structural landscaping landscape features and open space, public transport accessibility to the site, a Green Travel Plan and Community uses). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

5. That if the application is approved, the following conditions be attached:

1 COM1 Outline Time Limit

The development of the remaining phases of the development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of three years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 Reserved Matters - submission

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 NONSC Reserved Matters (Details to be Submitted)

Approval of the details of the siting, design, external appearance of the buildings and the landscaping of individual phases of the development (hereinafter called the "reserved matters") shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced. For each phase, the detailed drawings to be submitted shall incorporate the following:

(i) The siting of all buildings and ancillary structures (including sub-stations necessitated by the development) relative to surrounding development and details of associated demolitions.

(ii) The traffic arrangements including the means of ingress and egress, the closure of existing access (where appropriate), visibility splays, the footpath network, cycle network, the phasing of any construction work and construction traffic signage.

- (iii) The parking, turning, loading and unloading arrangements.
- (iv) The means of construction and surfacing of all roads, drives, parking areas and footpaths.
- (v) The use, surface treatment and landscaping of all open areas and landscaping zones not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles.
- (vi) The finished levels of the development in relation to the levels of the surrounding area and ordinance datum.
- (vii) An accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved by the Local Planning Authority. The plan must show:
 - (a) Position, height, species, condition and branch spread of all existing trees, shrubs and hedges on and immediately adjoining the site.
 - (b) A clear indication of trees, hedges and shrubs to be retained and removed
 - (c) Existing and finished site levels
 - (d) Routes of any existing or proposed underground works and overhead lines, including their manner of construction.
- (viii) Full plans and elevations of all buildings, screen walls and structures to a scale of not less than 1:100, incorporating details of all materials to be used for external surfaces, including samples of all such materials.
- (ix) The treatment of the boundaries, indicating which are existing and which are new treatments and incorporation of full details of height and materials.
- (x) Details of cycle storage and changing/showering facilities
- (xi) A construction method statement, which should include measures to control dust.
- (xii) Levels of community use, where appropriate.
- (xiii) Security measures, including CCTV and external lighting.

REASON

- (a) To ensure that the Council's objectives for Green Belt enhancement are likely to be met
- (b) To ensure that the development does not prejudice:
 - (c) The appearance of the locality
 - (d) The free flow of traffic and conditions of general safety within the site and on the local highway network
 - (e) The amenity and use of neighbouring property.
- (f) To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them.
- (g) To ensure the development contributes to a number of objectives in compliance with relevant policies in the Hillingdon Local Plan Part One, the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2011) and the NPPF.

4 NONSC Landscape Masterplan

No phase of development approved by this permission shall be commenced until a landscape master plan for sites 1 and 2 has been submitted to and approved by the Local Planning Authority. The plan shall include a full landscape baseline survey detailing all existing hard and soft elements and a full tree and hedgerow survey.

REASON

To ensure that the Council's objectives for Green Belt enhancement are likely to be met in accordance with policy OL2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 NONSC Boundary Treatments

The boundary treatment approved in compliance with Condition 3(ix) shall be provided before commencement of any other phase of the development or within such longer periods as the Local Planning Authority may agree in writing. The boundary treatment shall thereafter be retained for so long as the development remains in existence.

REASON

To safeguard the amenities of the neighbourhood and the privacy of adjoining occupiers, in accordance with policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Access/Traffic Arrangements

The access and traffic arrangements approved in compliance with Condition 3(ii), cycle storage and shower facilities approved in compliance with Condition 3(x) and security measures approved in compliance with Condition 3(xiii) shall be provided before that part of the development is occupied or brought into use, or within such longer periods as the Local Planning Authority may agree in writing. Thereafter, they shall be retained for so long as the development remains in existence.

REASON

1. To ensure that adequate facilities exist to serve the development, in accordance with policies AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

2. 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 London Plan (July 2011) Policies 7.1 and 7.3.

7 NONSC Parking Arrangements

The parking/turning/loading/unloading facilities approved in compliance with Condition 3(iii) shall include details for the provision of electric vehicle charging points (EVCP), shall accord with the Local Planning Authority standards and shall be provided before that part of the development is occupied, or brought into use, or within such longer period as the Local Planning Authority may agree in writing. Thereafter, they shall be retained for so long as the development remains in existence.

REASON

To ensure that adequate facilities are provided and retained to service the development without creating conditions prejudicial to the free flow of traffic, in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 NONSC Detailed Surfacing/Landscaping

All surfacing and landscaping agreed in compliance with Condition 3(v) for each phase of the development shall be provided before occupation of the said buildings or during the first planting season following such occupation.

REASON

To fulfil the objectives of Green Belt enhancement and to enhance the visual amenities of the development and its impact on the locality, in accordance with policies OL2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 TL6 Landscaping Scheme -Implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 TL2 Trees to be Retained

Trees, hedges and shrubs shown to be retained on the approved plan in compliance with condition 3(vii) 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 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

11 TL7 Maintenance of Landscaped Areas

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

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, 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. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

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

13 NONSC External Storage/Plant

There shall be no storage of plant, machines or other materials outside buildings unless adequately screened. No such storage shall commence until details of the screening have been submitted to and approved in writing by the Local Planning Authority.

REASON

The Local Planning Authority considers it necessary to safeguard visual amenity, having regard to the Green Belt setting of the proposed development, in accordance with policy OL1 of the Hillingdon Local Plan: Part Two Saved UDP Policies(November 2012).

14 NONSC Buffer Zones

Structural planting to create a minimum 10 metre wide buffer within the landscaping zone shall be provided on the eastern and western boundaries of site 1 with The Avenue, Patrington Close, Buchan Close and Singret Place. A 25 metre landscape buffer shall be provided along the Kingston Lane frontage with Academic zones A10 and A12.

1. To ensure that the outlook and privacy of adjoining residential properties are not unduly prejudiced, in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
2. To fulfil the objectives of Green Belt enhancement, in accordance with policies OL2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 NONSC Development Zones

All new buildings and parking spaces shall be constructed within the development zones as identified on the parameters plan ref: 01-09 Rev. M.

REASON

To prevent over-development of the site, to fulfil the objectives of Green Belt enhancement and to comply with the terms of the application, in accordance with policies OL1 and OL2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 NONSC Student Accommodation Parameters

The proposed additional floor space and the heights of any buildings or structures for student residences identified on the land use master plan shall not exceed the following :

R1 20,700 sq.m up to 4 storeys at the perimeter and up to 5 storeys elsewhere within the zone.

R2 12,500 sq m up to 5 storeys

R4 17,500 square metres up to 6 storeys

R5 19,140 square metres up to 6 storeys

REASON

- (i) To ensure that the scale and massing of the buildings are appropriate to their setting,
- (ii) to safeguard the visual amenities of the Green Belt
- (iii) to prevent over development of the site
- (iv) to ensure that the outlook and privacy of adjoining residential properties are not unduly prejudiced
- (v) to comply with the terms of the application.
- (vi) to ensure the development contributes to a number of objectives in compliance with relevant policies in the Hillingdon Local Plan Part One, the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2011) and the NPPF.

17 NONSC Academic/Research/Support Building Parameters

The proposed additional floor space and the heights of any buildings or structures for academic, research and support purposes, identified on Parameters Plan No. 01-09 Rev. M, shall not exceed the following:

A2 4,300 square metres

Up to 5 storeys

A4 5,000 square metres

Up to 5 storeys

A5+A5a 6,950 square metres

A5 Up to 5 storeys
A5a Up to 2 storeys
A6 200 square metres
Up to 2 storeys
A7 5,000 square metres
Up to 4 storeys
A8 250 square metres
Up to 2 storeys
A9 3,000 square metres
Up to 2 storeys
A10 12,100 square metres
Up to 5 storeys. Feature elements may be up to 7 storeys, subject to siting and design
A11 Indoor Athletics Centre
5,264 square metres
Up to 2 storeys (Maximum Height, 12 metres)
A12 4,500 square metres
Up to 3 storeys. Feature elements may be up to 7 storeys, subject to siting and design.

REASON

- (i) To ensure that the scale and massing of the buildings are appropriate to their setting
- (ii) to safeguard the visual amenities of the Green Belt
- (iii) to prevent over development of the site
- (iv) to ensure that the outlook and privacy of adjoining residential properties are not unduly prejudiced
- (v) to comply with the terms of the application
- (vi) to ensure the development contributes to a number of objectives in compliance with relevant policies in the Hillingdon Local Plan Part One, the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2011) and the NPPF.

18 NONSC Net Floor Space - Zones R1 and R2

The net floor space for the University's student residential accommodation within zones R1 and R2 on site 1, including existing accommodation, shall not exceed 33,200 square metres.

REASON

1. To prevent over-development of the site, to fulfil the objectives of Green Belt enhancement and to comply with the terms of the application.
2. To ensure the development contributes to a number of objectives in compliance with relevant policies in the Hillingdon Local Plan Part One, the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2011) and the NPPF.

19 NONSC Development Limitation - Zone A7

The development in zone A7, as identified on parameters plan ref:01-09 Rev. M, is as agreed in detailed application ref: 532/APP/2002/2236 dated 16/1/03. No additional floor space above that which has already been approved shall be erected within this zone, unless otherwise agreed in writing by the Local Planning Authority.

REASON

1. In order to avoid over development of the site, in light of the prior approval of detailed schemes in advance of the master plan outline application.

2. To ensure the development contributes to a number of objectives in compliance with relevant policies in the Hillingdon Local Plan Part One, the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2011) and the NPPF.

20 NONSC Development limitation - Zones A9 and A11

The total floor space within zones A9 and A11, as identified on parameters plan ref:01-09 Rev. M, including existing development and development previously approved by virtue of detailed application ref:532/APP/2003/1890 dated 30/09/03 shall not exceed 11,162 sq. metres.

REASON

1. In order to avoid over development of the site, in light of the prior approval of detailed schemes in advance of the master plan outline application.
2. To ensure the development contributes to a number of objectives in compliance with relevant policies in the Hillingdon Local Plan Part One, the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the London Plan (2011) and the NPPF.

21 NONSC Development Limitation - Parking Zone I/P2

The parking zone I/P2 shall not encroach on the southern belt of trees which forms part of the structural planting on site 1, as defined by drawing TCKWM/720/PLA124F attached to deed of variation, supplemental to the Section 106 Agreement dated 16 September 1992.

REASON

To ensure that the Council's objectives for Green Belt enhancement are likely to be met, to prevent over-development of the site, to fulfil the objectives of Green Belt enhancement and to comply with the terms of the application, in accordance with policies OL1, OL2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Development Limitation - Parking Zone I/P5

Within zone I/P5, no car parking areas shall be constructed north of the perimeter road within 6 metres of existing trees.

REASON

To ensure the retention of important landscape features on the site and to ensure that the Council's objectives for Green Belt enhancement are likely to be met, in accordance with policies OL2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 NONSC Refuse

Details of refuse storage (including any open air storage or recycling facilities) for waste material awaiting disposal, including details of any screening shall be indicated on plans to be submitted for each phase and approved in writing by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

REASON

To ensure that visual amenities are not prejudiced and that adequate facilities are provided, in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 DIS1 Facilities for People with Disabilities

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

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

25 DIS2 Access to Buildings for People with Disabilities

Development of individual phases of development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have, for each phase been submitted and approved in writing by the Local Planning Authority. The approved facilities shall be provided prior to occupation of the relevant phase of development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development, in accordance with policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

26 DIS3 Parking for Wheelchair Disabled People

Development of individual phases of development shall not commence until until details of parking provision for wheelchair users, have been submitted to and approved in writing by the Local Planning Authority for that phase. The development of each phase shall not be occupied until all the approved details for that phase have been implemented and thereafter these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

27 NONSC Disabled Parking - Zone 1/P1

20 of the parking spaces provided within zone 1/P1 shall be reserved for use solely by people with disabilities.

REASON

In order that adequate facilities are provided, in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

28 DIS4 Signposting for People with Disabilities

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

29 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

Where student residential blocks are proposed, not less than 12% of units shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

30 NONSC External lighting

No individual phase of the development approved by this permission shall be commenced until an external lighting scheme for that phase has been submitted to and approved by the Local Planning Authority. Each scheme shall include details of underground works and measures to eliminate vertical and horizontal light spillage for the car park areas, roads, areas immediately around the buildings and courtyards.

REASON

- (i) To ensure that the lighting does not prejudice residential amenity or road safety
- (ii) to ensure that the work does not undermine landscaping proposals.
- (iii) Artificial lighting disrupts the natural rhythms of a range of wildlife using/inhabiting the river and its corridor habitat
- (iv) To comply with policies OE1, BE38 and EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

31 NONSC Restrictions - Residential Use

The residential accommodation hereby approved shall be occupied solely by students of, or other persons associated with, Brunel University in accordance with Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that adequate student accommodation is provided and to safeguard the visual amenities of the area, having regard to the Green Belt setting of the proposed development, in compliance with policy OL1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) policy 3.8.

32 NONSC Noise

Development for each phase of the residential and academic development hereby approved shall not begin until a scheme for protecting the proposed development from noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such measures as are agreed with the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the buildings remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely

affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

33 NONSC Noise - Residential

Development for each phase of the residential development hereby approved for zones R1, R2, R4 and R5 must not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the halls of residence for that phase, has been submitted to and approved by the Local Planning Authority. The scheme shall include such measures as are agreed with the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order, for so long as the building remains in use.

REASON

To ensure that the amenity of adjoining residential properties are not unduly prejudiced, in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

34 N15 Hours restriction for audible amplified music/sound

No music or other amplified sound arising from the development shall be audible from the inside of surrounding or adjacent premises between [2300] and [0700] hours.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

35 N11 Control of plant/machinery noise

For each phase of the development no plant or machinery shall be used on the premises until a scheme for the control of noise emanating from that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15

36 NONSC Delivery/Service Plan

A Deliveries and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include measures to minimise deliveries during peak hours, to combine deliveries in order to reduce numbers and frequency and to promote the use of quieter and less polluting vehicles.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with sustainability objectives contained in the London Plan and NPPF.

37 NONSC Hours Restriction - Zone A6

No machinery shall be operated, and no testing or repair of vehicles shall be shall be carried out at the Motor Club (Zone A6) outside of 07:30 to 20:00 hours Mondays to Fridays, outside 07:30 to 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

38 NONSC Contaminated Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free from contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

39 NONSC Contamination - Remediation

If any potentially contaminated ground is found on the site during the development works the developer shall carry out investigations and chemical testing of the potentially contaminated ground. Any contaminated land shall be remedied (i.e. removed or rendered innocuous) to the satisfaction of the Local Planning Authority. Copies of all documentation relating to the aforementioned investigations and works including chemical testing, the remediation scheme, the remedial works and the validation report shall be submitted to and approved by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

40 NONSC Dust - Costruction

No phase of the development hereby approved shall begin until a scheme for protecting surrounding dwellings and sensitive areas from dust emitted from construction works for that phase has been submitted to and approved by the local planning authority.

REASON

To safeguard the amenities of local residents, in accordance with Policy OE1 of of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2011) policy 7.14.

41 NONSC Pollution Control

No phase of the development hereby approved shall commence until a scheme that will control and minimise emissions of pollutants from and attributable to that phase of the development has been submitted and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate measures are put in place to minimise the emission of pollutants in the local area as a result of the development, in compliance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

42 AR3 Sites of Archaeological Interest - scheme of investigation

No development shall take place until the applicant, their agent or successor in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved scheme. The archaeological works shall be carried out by a suitably qualified body acceptable to the Local Planning Authority.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

43 NONSC Wheel Washing

Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

REASON

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

44 NONSC River Pinn Buffer

An 8 metre wide vegetated buffer zone shall be provided along the River Pinn corridor. There shall be no built development within that 8m buffer zone of the River Pinn identified from the top of bank. This includes hard surfacing, fences and other obstructions.

REASON

To retain access to the watercourse, and to maintain the character of the watercourse and provide an undisturbed wildlife corridor, as the River Pinn is designated a strategic waterway within the London Borough of Hillingdon, in compliance with policy EM3 (Blue Ribbon Network) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012).

45 NONSC River Pinn - Height restrictions

All buildings shall be set back from the watercourse (River Pinn) at a distance equivalent to their height, if this is greater than 8 metres, to eliminate the impact of shading on the water and its corridor.

REASON

1. To ensure that shade cast by the buildings will not reduce the ecological value of the River Pinn corridor by limiting light levels and temperatures, thus limiting plant growth and reproduction, and affecting the life cycles of wildlife
2. To comply with policy EM3 (Blue Ribbon Network) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012).

46 NONSC Levels in Flood Plain

Each phase of development within this permission shall submit a plan to demonstrate compliance with the following flood management and mitigation measures:

- i). No raising of ground levels or storage of spoil or materials within the 1 in 100 year plus climate change envelope or provision of suitable compensatory flood storage.
 - ii). Finished floor levels are set no lower than 300mm above the 1 in 100 year plus climate change flood level. A survey shall be submitted to and approved by the Local Planning Authority showing the as built levels comply.
 - iii) safe access provided from any building within the 1 in 100 year plus climate change envelope
- c) permeable fencing or walls within the extreme flood event outline or area identified at risk from surface water flooding

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 prevent the impedance of flood flows and reduction of flood storage capacity to ensure the development does not increase the risk of flooding contrary to the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014) and Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012).

47 NONSC Sustainable Water Management

Prior to the implementation of subsequent phases of the development hereby approved, a site wide strategy for the university campus, 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:

- a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.
 - i. incorporates sustainable urban drainage 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. provide information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - iii. Demonstrates capacity and structural soundness in the receptors of Thames Water network or private drainage and receiving watercourse as appropriate.
 - iv. During Construction
 - a. measures taken to prevent pollution of the receiving groundwater and/or surface waters
 - b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- b) Foul water
 - i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.
- c) Ground water
 - i. The scheme shall demonstrate where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the risk of groundwater flooding 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)
d) Minimise water use.

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

- i. incorporate water saving measures and equipment.
- ii. provide details of water collection facilities to capture excess rainwater;
- iii. provide details of how rain and grey water will be recycled and reused in the development.

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

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

Prior to commencement of each phase of development a submit a drainage plan to demonstrate compliance with the strategy.

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 in accordance with 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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

48 NONSC Water Crossings

All water crossings shall be clear spanning structures from bank top to bank top.

REASON

To ensure that the structures do not impede the river corridor and to allow the migration of both channel and bank species, in compliance with policy EM3 (Blue Ribbon Network) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012).

49 NONSC Parking in the Flood Plain Restrictions

There shall be no new car parks within the 1 in 100 year flood plain (including provision for the projected 20% increase in flood flows due to climate change as outlined in PPG25) unless it can be demonstrated that these car parks will not flood to a depth greater than 150mm.

REASON

To reduce the impact of flooding to people and property, in accordance with 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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

50 NONSC Cowley Road Access Restriction

No construction traffic associated with development on site 1 shall use the Cowley Road entrance.

REASON

To ensure that the development does not prejudice the free flow of traffic and conditions of general safety within the site and on the local highway network, in compliance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

51 NONSC Construction Traffic

55 All construction traffic associated with development on site 2 shall use the Kingston Lane entrance.

REASON

To ensure that the development does not prejudice the free flow of traffic and conditions of general safety within the site and on the local highway network, in compliance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

52 NONSC Cleveland Road Access Restriction

The existing Cleveland Road access points into site 2 shall be closed to general vehicular traffic and be used for emergency vehicles only, on completion of the signalisation works at the Kinston Lane/Hillingdon Hill junction, or by the beginning of the academic year 2006, whichever is sooner.

REASON

To ensure that the development does not prejudice the free flow of traffic and conditions of general safety within the site and on the local highway network, in compliance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

53 NONSC Demolition/Construction

Demolition and construction work, including the warming up of plant, shall only take place between the hours of 8:00 am and 5:30 pm Mondays to Fridays and between 8:30 am and 1:00 pm on Saturdays and at no time on Sundays or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of nearby properties, in accordance with policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

54 NONSC Off Site Highway Works

The Kingston Lane roundabout and entrance improvements shall be completed prior to the first occupation of Academic zones A10 or A12.

REASON

To ensure that the development does not prejudice the free flow of traffic and conditions of general safety within the site and on the local highway network in compliance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

55 NONSC Private Sector Housing

A private-sector student housing management plan shall be submitted to and agreed in writing by the Local Planning Authority, prior to commencement of development within residential zones R1, R2, R4 or R5. The plan shall be reviewed annually and shall include a record of existing and/or new student houses/ addresses and a code of practice with landlords.

REASON

To enable the Council to monitor and maintain standards, in compliance with policy 3.8 of the London Plan (July 2011).

56 NONSC Railway Cutting

A management plan for the maintenance, repair and protection of the existing railway equipment in the disused railway cutting parallel to Cleveland Road shall be submitted to and agreed in writing by the Local Planning Authority.

REASON

To preserve Industrial archaeology and cultural heritage of the site, in compliance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

57 NONSC Nature Conservation

Development shall not begin until a mitigation strategy to protect and enhance the existing nature conservation interest and wild life habitat on sites 1 and 2 has been submitted to and approved by the Local Planning Authority.

REASON

To fulfil the objectives of Green Belt enhancement and in particular to encourage both a wide diversity of wildlife on existing semi natural habitat of the site in accordance with policy EC5 of the Hillingdon Local Plan: Part 2 - Saved UDPPolicies (November 2012) and London Plan (July 2011) Policy 7.19.

58 SUS2 Energy Efficiency Major Applications (outline where energy s

Prior to the commencement of each phase of the development hereby approved, a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development for that phase. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity).
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) full details, specification and location of renewable energy, including roof plans in the case of PVs.
- 4) how the technology will be maintained, monitored and managed throughout the lifetime of the development.
- 5) Electric charging points for car parking serving outstanding phases of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (2011).

INFORMATIVES

1

the Environment Agency recommends that finished floor levels for the proposed development are set as high as is practically possible, ideally 300 millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level, OR, where this is not practical, flood resilience/resistance measures are incorporated up to the 1 in 100 chance in any year including an allowance for climate change flood level. This is to protect the proposed development from flooding. Further information can be found in the document 'Improving the flood performance of new buildings' at: http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf Additional guidance can be found in the Environment Agency Publication 'Prepare your property for flooding', which can be found on our website at <http://www.environment-agency.gov.uk/homeandleisure/floods/31644.aspx>

2

Under the terms of the Water Resources Act 1991, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank/ of any watercourse designated a 'main river'. This will need to be applied for separately through our Partnerships and Strategic Overview team - Lisa Duncan 01707632419 or lisa.duncan@environment-agency.gov.uk coordinates the Flood Defence Consent independently of any planning permission. A Water Framework Directive assessment will need to be submitted as part of the Flood Defence Consent requirements. This should explore the potential impacts both during construction works and once any works have been completed. Mitigation measures for the River Pinn identified in the Thames River Basin Management Plan (RBMP) should be included in the assessment to ensure compliance with objectives in the Thames RBMP.

3

You are reminded that you are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements, including the safety of the route of access/egress from the site in a flood event or information in relation to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.

4

I11

The Construction (Design and Management) Regulations 1994

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

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 I25 Consent for the Display of Adverts and Illuminated Signs

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

12 I34 Building Regulations 'Access to and use of buildings'

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

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

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

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

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

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

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

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

13 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).

14 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).

15 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 (July 2011) and national guidance.

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.
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.
BE15	Alterations and extensions to existing buildings
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of

	archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
PR22	Brunel University
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LLP 3.18	(2011) Education facilities
LPP 3.19	(2011) Sports Facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
NPPF	National Planning Policy Framework

16 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary

Development Plan - Saved Policies September 2007), then London Plan Policies. 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.

17 I6 Property Rights/Rights of Light

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

18 I63 Public Sector Equality Duty of the Equality Act 2010.

As part of the decision making process the Local Planning Authority have taken due regard to the public sector equality duty of the Equality Act 2010.

19 I9 Community Safety - Designing Out Crime

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

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The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission where those details would remain the same.

3. CONSIDERATIONS

3.1 Site and Locality

Brunel University comprises a total of approximately 70 ha (170 acres). The Campus is split between five sites, with the majority of built development on Sites 1 and 2. Intensive sporting facilities are provided on Site 3, while Site 5 consists of playing fields. Site 4, to the south of Sites 1 and 2, was relatively recently acquired by Brunel University. There is no intention of developing this site as part of the 10 year Master plan.

The Campus consists of a series of buildings of varying heights and footprints. This includes blocks of residential flats and large teaching and administrative buildings. Much of the landscaping between the buildings on the Campus is through hardstanding, paving and built features. There are also considerable swathes of car parking between the buildings. The River Pinn runs through the middle of Site 2 from north to south.

The 2004 masterplan outline approval relates to Sites 1 and 2. This part of the campus has been the historic focus of the University and comprises approximately 40 hectares of land, all situated within the Green Belt.

Site 1 is to the western part of the main Campus between Cleveland Road to the east and Cowley Road to the west. Station Road runs to the south and Norton Road to the north. It comprises 14 hectares (34 acres) of land and is bounded on three sides by residential uses.

The majority of development is located to the south of Site 1 and comprises academic space (7,623 square metres) and student residences (28,878 square metres) and consists of the following facilities: Halls of Residence, 5 large academic blocks, the Gaskell building, temporary buildings housing the bio-engineering faculty and 4 large areas of car parking.

Site 2 comprises 26 hectares (65 acres) and is the most densely developed part of the campus. It contains the main campus buildings; a mix of academic space and residential uses. The following facilities are located on Site 2: The Wilfred Brown Building, which houses the University's administrative facilities; Drama Studios; Bank; Shops; Students Union; Central Lectures Block; Library; Medical Centre; Sports Centre; indoor athletics track; Goods Store; Arts Centre; Halls of Residence; Conference Office; Towers A, B, C and D, containing academic space; 6 academic blocks; 14 areas of car parking; the Eastern gateway building, the Mary Secole building and The Brunel Science Park (including the BCAST building currently under construction).

In terms of its built environment, the University is centred around a central core including the Central Lecture Block, library and Students Union. The rest of the Campus has expanded around this group since the 1960s.

3.2 Proposed Scheme

This application seeks an extension of time to implement outstanding phases of the masterplan development at the university campus granted under outline planning permission ref: 532/APP/2002/2237 approved in 2004. The masterplan outline permission comprised the erection of 48,064 sq.m of new academic floorspace, 69,840 sq.m of new student residential accommodation, ancillary floorspace and infrastructure, provision of 645 additional parking spaces, improved access from Kingston Lane, a new access from Cowley Road, highway improvements to Cleveland Road, improved pedestrian and cycle routes, landscaping and environmental improvements (involving demolition of 18,600 sq.m of existing floorspace).

Condition 2 of the original consent required the submission of reserved matters applications to have been made within eight years of the date of the permission (i.e. by 19th April 2012). However, only the student residential accommodation and just over half of the academic floor space has gained reserved matters approval and has been implemented on site, meaning that the previous outline planning permission has only been part implemented.

This application will allow applications for the approval of reserved matters to be submitted to the Local Planning Authority for a further 3 years from the date of the new permission and implemented within 5 years of the date of this permission.

This application is for an extension of the time limit only and no changes to any other aspects of the master plan development approved in 2004 are proposed.

The application is supported by a number of documents which are summarised below:

DESIGN AND ACCESS STATEMENT

The purpose of this statement is to establish the policy context of relevance to the matter of inclusive access, and to establish a framework (set of development principles) with which detailed plans for the remaining phases of the development must accord with.

ENERGY STATEMENT

A complete range of renewable energy supply technologies are reviewed in the report, together with the low carbon technology of combined heat and power, and applied to the remaining energy demand. This report describes the individual merits of each technology which has been investigated in terms of achieving the 40% target set for the project by implementing low and zero carbon technologies on site. It recommends that at the appropriate stage, full feasibility studies are undertaken to confirm the preliminary calculations carried out for this report.

FLOOD RISK ASSESSMENT (FRA)

The main conclusion of the FRA is that there is overall very little increased flood risk as a result of the outstanding proposed developments, but there is a need to survey the drainage system and undertake hydraulic modelling to confirm this is the case and develop a better understanding of the the performance of the site wide drainage system.

LANDSCAPE MASTERPLAN AND DESIGN CODE

The objectives of this report are to provide further detail to support the existing Parameters Plan and update the campus masterplan to be compliant with the new London Plan; to ensure the landscape and public realm of the campus is developed in a consistent and coherent manner so that future development phases are fully co-ordinated; and to promote the development of a high quality landscape and public realm which will provide a positive image and environment for the Uxbridge campus.

AIR QUALITY ASSESSMENT

The assessment concludes that overall, the implementation of the remaining reserved matters buildings is in compliance with national and local policies, including Policy 7.14 of the London Plan, and since only negligible impacts to local air quality have been predicted during the construction and operational phases, no significant air quality effects are anticipated.

3.3 Relevant Planning History

Comment on Relevant Planning History

Outline planning permission (ref:532/APP/2002/2237), with all matters reserved except access, was approved on 19-04-04 for the erection of 48,064 square metres of new academic floorspace and 69,840 square metres of new residential floor space on sites 1 and 2 at the Campus. Some of this would replace existing floor space, resulting in a net increase of 99,304 square metres overall. The proposed developments, which were to be implemented in phases, are planned to cater for the University's consolidation and expansion programmes over a 10 year period.

Approximately 20,000 m² of academic floorspace in development zones A2, A5, A5a, A6, A8, A9, A10, A11, and A13 (as defined in the approved Parameters Plan) remain to be implemented under the 204 outline permission.

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.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

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.
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.
BE15	Alterations and extensions to existing buildings
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance

EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
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
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
PR22	Brunel University
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LLP 3.18	(2011) Education facilities
LPP 3.19	(2011) Sports Facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
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LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd July 2012**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The Notice of Proposed Development was advertised under Article 13 of the Town and Country Planning (Development Management Procedure) (England) 2010 and 544 neighbours and local amenity groups were consulted in the surrounding area. Site Notices were posted at the site. 14 individual letters have been received making comments or raising objections have been received. The principle areas of concern are:

- How is the new road access from the Cowley Road going to work?
- Object to any new / additional vehicular access to the site from Cowley Road. The road is dangerous enough with the changes that have been made to support the new Lidl store, further changes would in my opinion increase the risk of traffic accident and cause further traffic congestion with the resulting adverse environmental impact.
- The proposed road and roundabout from the Cowley Road can only be a precursor to losing yet more green space to car parking
- Cleveland Road is not wide enough to accommodate the current traffic with buses frequently driving up on the the footpaths in order to pass each other and is therefore not wide enough to introduce of cycle routes
- The changes to Cleveland Road can only be done by losing more green land and the creation of a much busier highway
- The provision of a further 645 parking spaces is unnecessary .
- Brunel University is already massively over-populated with vehicles.
- We welcome the students, occasionally noisy but mostly well-behaved, but the University itself is an uncaring and hugely inconsiderate neighbour.
- The current plans will increase traffic on the already overloaded surrounding roads, cause increased pollution both to air quality and as sound pollution, will destroy valuable Green Corridor/wildlife habitat and deprive the area of essential green 'breathing' space.
- Possibility of local flooding due to loss of areas into which excess rainwater may be absorbed into the ground rather than run-off into sewerage systems and rivers.
- The number of motorvehicles using the campus and local road infrastructure is already far too great,
- Object to a 5 year extension of time. 3 years would be preferable.
- Object to new access off Cowley Road
- The increased energy supply resulting from the higher capacity required from the sub station may have a detrimental impact on the health of residents who live close to this sub station both in terms of noise and the possibility of an increased electromagnetic field resulting from this increase
- Object to any through traffic from Cowley Road as it will be extremely dangerous to pedestrians/ students walking in roads that may be used by traffic particularly when they are suffering from the impairing effects of excess alcohol consumption. In addition to this, the noise caused by students returning from the campus late at night along this road will have a serious and detrimental impact on residents in terms of noise and disturbance.
- The proposals are not clear.

GREATER LONDON AUTHORITY

The Deputy Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 75 of the above-mentioned report; but that the possible remedies set out in paragraph 77 of this report could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the

draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application.

You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

GLA Stage 1 Report (Summary)

London Plan policies on the principle of development, education, student housing, urban design, inclusive design and access, climate change, air quality and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reasons:

- Principle of development: The principle of an educational use on green belt, on balance, in this instance is found to accord to policy 7.17 of the London Plan.
- Education: The application would deliver needed higher educational floorspace and deliver associated benefits to the wider London area; as such the scheme conforms to London Plan policy 3.18
- Student Housing: The student accommodation element of the wider master plan has now been implemented and complete. In this regard, the relevant London Plan policies do not apply.
- Urban Design: further information is sought for the proposal to be consistent with London Plan policies 7.2, 7.4 and 7.6.
- Inclusive Design and Access: The applicant has not demonstrated clearly how the scheme will be accessible to all and therefore does not accord with London Plan Policy 7.2.
- Climate Change Mitigation and Adaptation: Further information is required before the scheme can be said to be fully policy compliant.
- Air Quality: Further information is needed in order for the scheme to comply with London Plan policy 7.14
- Transport: The scheme is generally acceptable in transport terms, although further work is required by the applicant in order to fully comply with the London Plan.

On balance, the application does not comply with the London Plan. The following changes might however, remedy the above-mentioned deficiencies, and possibly lead to the application becoming compliant with the London Plan:

- Urban design: The applicant needs to submit some indicative information in line with design policies contained in the London Plan.
- Inclusive design and access: The applicant should provide information regarding inclusive design and access.
- Climate change mitigation and adaptation: Further information is required before the scheme can be said to be fully policy compliant.
- Air Quality: Further information is required before the scheme can be deemed acceptable.
- Transport: Further information is needed as set out in paragraph 68 of this report.

(Officer comment: This is an outline application, seeking an extension of time in which to submit reserved matters for the remaining phases of academic floor space only. Issues relating to urban design and inclusive design will be dealt with at reserved matters stage. A revised energy statement has been submitted to address climate change, mitigation and adaptation issues. Air quality and transport issues, including an ongoing commitment to the campus wide travel plan are covered by conditions and the S106 Agreement).

NATURAL ENGLAND

This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils, nor is the proposal EIA development. The lack of further comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may be able to make comments that will help the Local Planning Authority (LPA) to fully take account of the environmental value of this site in the decision making process. However, we would expect the LPA to assess and consider the possible impacts resulting from this proposal on the following when determining this application:

Protected species

Where there is a reasonable likelihood of a protected species being present and affected by the proposed development, the LPA should request survey information from the applicant before determining the application (Paragraph 99 Circular 06/05).

The following link to some guidance Natural England Standing Advice on our website has been produced to help the authority better understand the impact of this particular development on protected or BAP species should they be identified as an issue at this site and whether following receipt of survey information, the authority should undertake further consultation with Natural England.

Local wildlife sites

If the proposal site is on or adjacent to a local wildlife site, e.g. Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local wildlife site before it determines the application.

Biodiversity Enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

SPORT ENGLAND

Sport England do not wish to comment on this application.

ENVIRONMENT AGENCY

The proposed extension of time application will be acceptable to us provided condition 44 and 45 as placed on the decision notice for previous planning application reference PA/11/01945 are carried forward with this application. We also request that the following advice and informatives are passed onto the applicant and/or placed on any planning permission granted.

Advice

We have no objections to the proposed development on flood risk safety grounds, but would recommend that finished floor levels for the proposed development are set as high as is practically possible, ideally 300 millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level, OR, where this is not practical, flood resilience/resistance measures are incorporated up to the 1 in 100 chance in any year including an allowance for climate change flood level. This is to protect the proposed development from flooding. Further information can be found in the document 'Improving the flood performance of new buildings' at: http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf

Additional guidance can be found in the Environment Agency Publication 'Prepare your property for flooding', which can be found on our website at <http://www.environment-agency.gov.uk/homeandleisure/floods/31644.aspx>.

You are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements, including the safety of the route of access/egress from the site in a flood event or information in relation to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.

Informatives

Under the terms of the Water Resources Act 1991, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank/ of any watercourse designated a 'main river'. This will need to be applied for separately through our Partnerships and Strategic Overview team - Lisa Duncan 01707632419 or lisa.duncan@environment-agency.gov.uk coordinates the Flood Defence Consent independently of any planning permission.

A Water Framework Directive assessment will need to be submitted as part of the Flood Defence Consent requirements. This should explore the potential impacts both during construction works and once any works have been completed. Mitigation measures for the River Pinn identified in the Thames River Basin Management Plan (RBMP) should be included in the assessment to ensure compliance with objectives in the Thames RBMP.

Internal Consultees

ACCESS OFFICER

As this planning application is for an Extension of Time, no accessibility considerations are necessary at this stage. However, the applicant should be made aware of BS 8300:2009 and Equality Act 2010 which have been introduced since outline approval was granted.

Full accessibility would need to be considered at any future reserved matters stage.

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: The Brunel University estate occupies a 78Ha site and is located to the south of Uxbridge Town Centre, situated between Kingston Lane to the east and Cowley

Road to the west. It lies within a fragmented landscape of suburban neighbourhoods and isolated areas of open space within an area of designated Green Belt. The River Pinn bisects site 2 (between Cleveland Road and Kingston Lane) on a north-south axis.

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

appropriate. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

- The submission includes a Landscape Masterplan and Design Code, by The Landscape Partnership, which includes sections describing the background, contextual studies, a strategic landscape masterplan, a materials strategy, planting principles and inclusive access.

- The report provides a useful framework for the development of the landscape and external spaces within the campus.

RECOMMENDATIONS: No objection to the extension of time or the Landscape Masterplan and Design Code.

ENVIRONMENTAL PROTECTION UNIT

London Plan policy 7.14 relates to developments being at least 'air quality neutral'. There are benchmarks that have been set for this in the GLA SPG on design and construction for the operational phase of the development. The air quality assessment does not clarify if these benchmarks have been met as the assessment does not consider the operational phase of the development.

The mitigation measures put forward are satisfactory. With regard to any stockpiled materials on site, limiting the height of the stockpile should also be considered.

The energy assessment as part of the 2012 extension identifies CHP and biomass for the proposed development, but detailed information was not available at the time of the assessment. Further detailed air quality assessment for the operational phase is required in due course. It should also take into consideration GLA policy requirements with regard to being at least air quality neutral.

URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND: This application is outline only, and relates to those parts of the site as yet unbuilt under the life of the previous outline permission. As it relates to the principle of the development only, and this has already been agreed, this application is not considered to raise any issues.

RECOMMENDATIONS: Acceptable.

FLOOD AND DRAINAGE OFFICER

The FRA refers to the redevelopment of the sports hall and two option one for new build and the other redevelopment which result in widely varying impacts in terms of flood risk and mitigation. A bund also would not appear to be suitable in light of the Blue Ribbon Policy and the maintenance for the functional flood plain.

We require an overall drainage strategy, which is now referred to in the FRA but has not been provided. Ideally the applicant should provide the campus wide drainage strategy s that subsequent applications link with it rather than each development being dealt with individually. Some of the best

potential sustainable drainage solutions may need to be thought about at strategic stage in order to implement them. It is not acceptable to just maintain the status quo.

There are also proposals to improve access and walkways for pedestrians and cyclists particularly along the river corridor, this needs to be done sensitively and has the opportunity to reduce flood risk across the site, either by ensuring they are permeable or along side the river corridor possibly reducing the level, creating additional storage. This is also important with the enhanced crossings over the River.

Existing levels and flow routes for flooding must be provided in these enhancement works.

(Officer note: The requirement for a campus wide drainage strategy and treatment of the river corridor have been covered by conditions).

SUSTAINABILITY OFFICER

I am satisfied that the Energy strategy is sufficient but assume further details will need to be submitted at a later stage and through a reserved matters application.

Assuming this is the case, I have no objections subject to more details being submitted at a later date for approval.

HIGHWAY ENGINEER

Since the application relates to the implementation of the outstanding academic floorspace and staff and student numbers are to remain the same, there is expected to be no further increase in the degree of saturation and associated queue lengths at junctions surrounding the site. Given the nature of this application, the proposed development will not have any unacceptable impact on the local highway network, nor passenger transport networks and therefore no additional mitigation is required.

All the off site highway works have been completed and further traffic surveys required as part of the original S106 agreement have confirmed that no further works are required.

The 2011 car parking survey demonstrates that at the end of academic year 2010/11 there were 2,100 car parking spaces on the site. This is lower than the maximum number of spaces allowed under the University Travel Plan. However, it is recommended that the S106 obligations including the Travel Plan, and conditions contained in the existing consent are included with any approval granted for this application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

On 1 October 2009 a new temporary procedure was introduced to allow applicants to apply to extend a planning permission by seeking a new planning permission to replace an existing one, which is in danger of lapsing. The Department of Communities and Local Government published 'Greater flexibility for planning permission: guidance' in October 2010 to help planning authorities and developers use this new procedure. It states that development proposed in an application for extension will by definition have been judged to be acceptable in principle at an earlier date and planning authorities should, in making their decision, focus their attention on policy and other material considerations which may have changed significantly since the original permission was granted.

Since the outline planning permission was granted in 2004, the applicable policy framework has changed in certain areas. The National Suite of Planning Policy Guidance notes have been replaced by the National Planning Policy Framework (NPPF March 2012). The London Plan (2011) has also replaced the 2004 and 2008 versions of the London Plan. In addition the Hillingdon Local Plan: Part 1- Strategic Policies document was adopted by the Council on 8 November 2012. A review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy compliant.

The whole of the University campus is designated as Metropolitan Green Belt land. However, the principle of infill development on sites 1 and 2 of the University campus has already been established by virtue of the original outline permission.

In terms of changes to Green Belt policy, the NPPF, which replaced PPG2 (Green Belts) states at paragraph 80 that the Green Belt serves five purposes: to check the unrestricted sprawl of large built up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 87 of the NPPF states that inappropriate development is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. In addition, paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt and lists exceptions to this.

London Plan policy 7.16 upholds the general presumption against inappropriate development in the Green Belt and other land with similar amenity designations. In particular, the Mayor aims to support the current extent of London's Green Belt and states that inappropriate development should be refused, except in very special circumstances.

It should also be noted that historically, Brunel University is identified in the Development Plan as a major developed site within the Green Belt, although this designation is no longer recognised in the NPPF. Policy PR22 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) reserves the campus for development associated with the functioning of the University as a centre of academic learning and research, while safeguarding the function and open nature of the Green Belt. This was highlighted in the 1991 Planning Brief and subsequent 1992 master plan approval. This designation was rolled forward to relevant policies in the Central Hillingdon Local Plan and subsequently to Policy PR22 of the UDP and PR22 of the Local Plan Part 2 (2012).

Although the NPPF no longer refers to major developed sites, para 89 of the NPPF states that limited infilling or the partial or complete redevelopment of previously developed sites (which this application is), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, would not constitute inappropriate development in the Green Belt. As set out elsewhere in this report, it is not considered that the implementation of the remaining phases of the outline planning permission would have a greater impact on the openness of the Green Belt in this location. As such, it is considered that the proposal does not amount to inappropriate development in the Green Belt, there is no need to establish whether very special circumstances arise, and the principle of the development is consistent with the development plan in this regard.

In addition, London Plan policy 3.18 is relevant to this application. This policy supports the provision of new or expanded facilities and sets out that these should be located in locations with good public transport access. The proposed development incorporates a mix of student residential accommodation and university teaching space. Given the current educational uses on the site, the proposed mix of uses is considered appropriate and the provision of teaching accommodation is in line with London Plan policy.

In conclusion, it is considered that the full implementation of the masterplan proposals will deliver strategic planning benefits to London and the west London sub region as a whole. Notably, the masterplan proposals would increase the density of accommodation on a developed site with good public transport links; contain the university's growth on a single site, in line with Mayor's objectives to and make more efficient use of the available land resource. Although there have been some significant policy changes that are relevant to this application since the original permission was granted, the principle of development is deemed to be acceptable.

7.02 Density of the proposed development

Not applicable to this application.

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

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. A review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy complaint.

7.04 Airport safeguarding

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. A review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy complaint.

7.05 Impact on the green belt

The phased development when fully implemented, will total a 71% increase in floorspace on the campus. The scheme's layout is as far as practicable, designed to minimise its impact on the openness of the Green Belt and new campus buildings would be confined to sites I and 2 only. In terms of its overall footprint, the applicant has indicated that the development would increase the proportion of site coverage of buildings from 15% to 23%. It is also proposed that the maximum height of new buildings would be six storeys, thus ensuring that none exceed the height of existing buildings on the campus.

Given that that the remaining phases of the master plan proposals would not increase the developed area of the campus and will retain the generally open character and appearance of the campus, it is not considered that the buildings would have a greater impact on the openness of the Green Belt in this location.

7.07 Impact on the character & appearance of the area

Good design is central to all objectives of the London Plan (2011) and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large scale buildings, built heritage and World Heritage Sites, views, the public realm and the Blue Ribbon Network. New development is also required to have regard to its context and make a

positive contribution to local character within its neighbourhood (policy 7.4).

The originally submitted outline application sought permission for the principle and access to the development, with all other matters reserved for future detailed consideration. Therefore, the applicant provided only limited information related to urban design. Nevertheless the key aims of the masterplan were established, to unify and intensify development on the campus; enhance the efficiency of its operation and to give it a well defined, dynamic and attractive image.

Consequently, the development strategy is to be flexible enough to meet the changing requirements of the University in the long term, but rigid enough to provide a recognisable framework to the campus. The framework of the plan aims to clarify the circulation, access and parking on the site and to create development zones capable of accommodating a range of requirements.

In terms of circulation, for site 2, the strategy is to create a single road access from Kingston Lane in the form of a roundabout, which would form the principal entrance to this major university and provide a focus to the site for visitors. All off site signage would direct to this point, referred to as the Eastern Gateway. Within the campus itself, the existing service road would be extended to form a loop road around the eastern part of the site. Access and egress from Cleveland Road would be restricted to emergency vehicles; and all parking and servicing would be required to take place off that service road. This element of the master plan has been approved and implemented.

With regard to site 1, in addition to the existing vehicular access from Cleveland Road (Topping Lane), a new and vehicular access (The Western Gateway) would be provided from Cowley Road to a limited number of VIP parking spaces (this phase has not yet been implemented). The latter would serve visitors to the proposed academic buildings at that end of the campus. Vehicular access to the residential units on Site 1 are from Station Road.

The masterplan proposals would also encourage pedestrians to use the central spine road linking all areas from east to west. The streetscape would be urban in character but intensively landscaped to produce a softer appearance, with more informal seating, meeting areas, lighting and other security features designed to enhance user comfort. Similarly, new buildings along the spine would be designed to ensure that communal use rooms overlook the main pedestrian routes to assist in natural surveillance. The layout would also ensure that cycle routes around the campus would follow the spine road, with secondary routes leading into cycle parks sited close to each building. This should eliminate or at least minimise conflicts between cyclists and pedestrians.

The proposed plazas and squares are designed to create a series of external Interaction points along the main pedestrian routes, where staff and students can congregate and relax. The plaza areas would match the pedestrian routes in the quality of material and continue the urban streetscape theme. The node points would be mainly hard paved but formal planting would be introduced to soften the plazas and provide seasonal interest.

As this application relates to the extension of time to submit reserved matters and the development strategy has already been agreed, this application is not considered to raise any policy issues in this regard.

7.08 Impact on neighbours

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. A review of the current policy has indicated that there have been no significant changes affecting the scheme in relation to residential amenity and the proposals remain policy compliant.

7.09 Living conditions for future occupiers

Not applicable to this application. The residential element of the outline approval has been fully implemented. As such, the living conditions of students in the halls of residence is no longer relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC GENERATION

The University currently has 15,073 students and 2,400 members of staff, with no projected increase in these numbers. As staff and student numbers are to remain the same, the implementation of the outstanding academic floor space is not anticipated to lead to additional vehicular trips, but will lead to improved teaching conditions.

A review of existing transport assessments has indicated a slight increase in average queue lengths at the Kingston Lane / Hillingdon Hill junction and the Kingston Lane / Pield Heath Road junction. This is expected to be due to implementation of academic floorspace and the increase in student numbers between 2006 and 2009. However, as the application relates to the implementation of the outstanding academic floorspace and staff and student numbers are to remain the same, there is expected to be no further increase in the degree of saturation and associated queue lengths at junctions surrounding the site. Furthermore, the implementation of a workplace Travel Plan will help to promote the use of sustainable transport and therefore ease the vehicular demand on the local highway network.

The Highway Engineer and TfL consider that given the nature of this application, the proposed development will not have any unacceptable impact on the local highway network, nor passenger transport networks and therefore no mitigation is required. However, it is recommended that the s106 obligations and conditions contained in the existing consent are included with any approval granted for this application.

ACCESS/OFF SITE HIGHWAY WORKS

To date, the majority triggered obligations of the S106 agreement as part of the outline master plan approval have been met. This includes a number of highway works and further traffic surveys that confirmed that no further works were required. The existing main vehicular access to the site is from Kingston Lane and there are no proposals to amend this.

CAR PARKING

The previous planning permission allowed for an increase of 645 parking spaces to a total of 2,598 spaces. The planning permission was subject to a condition that the level of parking would be reduced over time, at a rate of 100 spaces each year. The University have gradually reduced the number of car parking spaces on site in line with the S106 agreement. At the latest count, the 2011 car parking survey demonstrates that at the end of academic year 2010/11 there were 2,100 car parking spaces on the site. This is lower than the maximum number of spaces allowed at this point in time thus helping to promote sustainable travel.

TfL has stated that it would support further reductions over the coming years. TfL would therefore still recommend that the proposed Travel Plan includes measures aimed at reducing the use of cars on site.

There is however no information on electric vehicle charging points (EVCP). This is not compliant with the London Plan standards. Based on the number of staff and visitor parking (2011 survey) a minimum of 108 active and 108 passive spaces will need to be provided to comply with London Plan standards. This could be addressed and subsequently secured by condition.

CYCLE PARKING

No information has been provided on the number of cycle parking spaces currently provided on the campus. Under the London Plan standards, there should be a total of 2,175 cycle parking spaces for this development, made up of 300 for staff and 1,875 for students. This is to conform with London Plan Policy 6.9

PUBLIC TRANSPORT

There are currently 8 bus services (Routes 222, 427, A1 O, U1, U2, U3, U5 and U7) which operate in the vicinity of the campus, providing around 25 buses an hour. The nearest bus stops are on Kingston Lane in the vicinity of the entrance to the Campus and these are served by Route U2 which operates between Uxbridge and the Campus; Route U1, which connects Ruislip with West Drayton; Route U4 and U7 which connect Hayes with Uxbridge. The remainder of the services in the vicinity of the site can be accessed via stops on Hillingdon Road. The Transport Accessibility Level (PTAL) level for the site has a range from 1(b) which is the centre of the campus to 3 on Kingston Lane (where 6 is the highest and 1 the lowest). This indicates a poor to moderate level of accessibility to and from the site.

The recent completion of the Eastern Gateway Building has triggered the financial contribution of £200,000 from the University to be spent by the council solely on bus improvements serving the development. The University are to hold discussions with TfL and the Council to agree how the finances can be used to improve public transport most effectively.

DELIVERY/SERVICE/CONSTRUCTION LOGISTICS PLANS

For the campus as a whole, a delivery servicing plan (DSP) is covered by condition. With regard to the request from TfL for a Construction Logistic Plan (CLP), this cannot be dealt with by condition, as it involves movement of construction traffic on the public highway. It is noted that the majority of the masterplan proposals have been implemented without detriment to the surrounding highway network from construction traffic. This is an extension of time application only and given the relatively small amount of development which remains to be implemented, it is not considered that there is sufficient justification to require a CLP in this case.

TRAVEL PLAN

A review of the existing conditions at Brunel University has been undertaken. There are 8 bus routes in the vicinity of the site providing approximately 25 services per hour. Furthermore, Uxbridge LUL station is an approximate 20 minute walk north of the campus

and West Drayton Railway station is in the region of 2.5km away.

The public transport assessment concludes that the site benefits from 'poor' to 'moderate' accessibility. The eastern extent of the site (Kingston Lane) is measured to have the best accessibility due to its proximity to the range of bus services on Uxbridge Road.

It is noted that in November 2008, Brunel University and TfL entered into a "Partnership Pledge" setting out the respective commitments in relation to the production of a Work Place Travel Plan. A five year strategy dating from 2008 to 2013 was subsequently adopted. In the last survey (2010), the student population was on course for meeting the targets, while members of staff were not. It is the intention that an updated Strategic Level Travel Plan will be submitted for the development and enforced from 2013 to 2018. This would form part of the University Travel Plan, which is secured under the existing S106 Agreement.

Student and Staff Travel surveys were undertaken in 2010. Results of the surveys indicate that the student population is on course for meeting the 2013 targets for both public transport and walking.

However, the majority of staff figures are not on course for meeting the 2013. TfL targets and further measures and initiatives are required at the University to help promote sustainable travel. Typical measures to improve the percentage rating for each of the targets have been suggested and are highlighted in the Transport Statement. This includes an increase in the number of cycle storage bays, improved signage for pedestrians in and around the campus and working in partnership with TfL and London Borough of Hillingdon to ensure improvements are made to existing bus services and promoting the use of electric vehicles. Furthermore, it is considered that the mitigation measures associated with the redevelopment of the RAF Uxbridge site will undoubtedly help to improve the accessibility of the University and boost sustainable travel.

In order to ensure conformity with London Plan Policy 6.3, TfL expects the a travel plan to be secured, monitored, reviewed, and enforced through the section 106 agreement. In addition to the Travel Plan, TfL would recommend a Wayfinding Strategy using Legible London, is developed and submitted to TfL for approval. In order to meet TfL guidelines and deliver agreed targets, an updated Strategic Level Travel Plan will be required for the development, setting out a long-term management strategy that seeks to deliver sustainable transport objectives through positive action.

It is recommended that a deed of variation be entered into, to ensure that the ongoing Travel Plan commitments contained in the S106 Agreement attached to the original outline planning permission are adhered to.

7.11 Urban design, access and security

This application is outline only, for an extension of time in which to submit reserved matters for those parts of the site which remain to be developed under the life of the previous outline permission. As it relates to the principle of the development only, and this has already been agreed, this application is not considered to raise any urban design or security issues

7.12 Disabled access

Accessible Hillingdon SPG (2010) is a material consideration in the determination of planning applications. Of principal relevance to this application is Policy R16 which requires:

- Adequate and convenient parking spaces for people with disabilities
- Measures to incorporate the needs of people with disabilities into road, footway, parking

and pedestrian schemes.

The London Plan (2011) contains a number of policies which specifically promote inclusive access to the built environment for disabled and older people. The principal policy of relevance is Policy 7.2: An Inclusive Environment: Policy 3.1 Ensuring Equal Life Chances for All; Policy 3.16 Protection and Enhancement of Social Infrastructure. Policy 3.19 Sports Facilities. The Mayor's Accessible London SPG provides further guidance on what is considered best practice in terms of inclusive design

London Plan policy 7.2 require all future development to meet the highest standards of accessibility and inclusion, and requires design and access statements submitted with planning applications to explain how the principles of inclusive design, including the special needs of disabled people, have been integrated into the proposed development and how inclusion will be managed and maintained. Further guidance to this policy is provided in the Mayor's Supplementary Planning Guidance 'Accessible London: achieving an inclusive environment.'

The National Planning Policy Framework is a material consideration in the determination of planning applications. The NPPF principles specifically promote inclusive access to the built environment for disabled and older people

Educational establishments have a duty under the Disability Discrimination Act 2005 to ensure that their facilities and services are accessible for disabled students. The Mayor in his Sage 1 report states that there is currently a shortage of wheelchair accessible homes in London, and one of the biggest barriers to disabled students being able to live and study in London is access to suitable accommodation. It is noted however, that the residential element of the masterplan outline approval has already been built out.

The applicant has submitted an access statement as part of the planning submission. The purpose of the statement is to establish the policy context of relevance to the matter of inclusive access, and to establish a framework with which detailed plans for the remaining phases of the development must accord with. The statement highlights that future reserved matters applications for remaining phases will demonstrate how they conform with London Plan policies via an 'Access Statement' at the time of subsequent submissions. This is because the extant outline planning consent only establishes development parameters (maximum floorspace, development zones, and land uses). Full details of new buildings and the accesses to these buildings are not yet known. These are to be prepared in the future as part of reserved matters applications.

In particular the applications will need to demonstrate how they enable inclusive access to each facility and are in accordance with the requirements of Hillingdon's Accessible Hillingdon SPG.

The Access Officer considers that since this planning application is for an extension of time, no accessibility considerations are necessary at this stage. However, the applicant should be made aware of BS 8300:2009 and Equality Act 2010 which have been introduced since outline approval was granted. Full accessibility would need to be considered at any future reserved matters stage.

This application is outline only, for an extension of time in which to submit reserved matters for those parts of the site which remain to be developed under the life of the previous outline

permission. A review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy complaint.

7.13 Provision of affordable & special needs housing

London Plan policy 3.8 states that strategic and local requirements for student housing meeting a demonstrable need are to be addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes. The London Plan recognises in paragraph 3.52 that London's universities make a significant contribution to its economy and labour market and that it is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. It also recognises that the provision of purpose-built student housing may reduce pressure on other elements of the housing stock currently occupied by students, especially the private rented sector.

Paragraph 3.53 of the London plan sets out that addressing the demands for student accommodation should not compromise the capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities. It recognises that this may raise particular challenges locally and especially in parts of inner London where almost three quarters of the capacity for new student accommodation is concentrated. Student accommodation should be secured as such by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions. If the accommodation is not robustly secured it will normally be subject to the requirements of affordable housing policy.

The student accommodation element of the scheme has already been submitted and approved as 'a reserved matters application and has been fully implemented. This application is for an extension of time only, to allow reserved matters to be submitted for the remaining academic floorspace.

The mayor in his Stage 1 report has advised that in this instance, the assessment of student accommodation will not be applicable.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPE

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

The submission includes a Landscape Masterplan and Design Code, which includes sections describing the background, contextual studies, a strategic landscape masterplan, a materials strategy, planting principles and inclusive access. The tree and landscape Officer considers that the report provides a useful framework for the remaining development of the landscape and external spaces within the campus.

ECOLOGY

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. A review of the current policy has indicated that there have been no significant changes in terms of ecology affecting the scheme and the proposals remain policy complaint. The Environment Agency raises no objections, subject to the

reimposition of the original conditions requiring the provision of an 8 metre buffer zone along the River Pinn and height restrictions of buildings along that corridor.

It is recommended that the conditions relating to nature conservation (condition 57) and enhancement of the River Pinn Corridor (conditions 44, 45 and 48) be reimposed on the new outline permission, in the event of an approval.

7.15 Sustainable waste management

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. A review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy compliant.

7.16 Renewable energy / Sustainability

The London Plan climate change policies set out in Chapter 5 collectively require developments to make the fullest contribution to the mitigation of, and adaptation to, climate change, and to minimise carbon dioxide emissions. London Plan Policy 5.2 'minimising carbon dioxide emissions' sets out an energy hierarchy for assessing applications, London Plan Policy 5.3 'Sustainable design and construction' ensures future developments meet the highest standards of sustainable design and construction, and London Plan Policies 5.9 promote and support effective adaptation to climate change. Further detailed policies on climate change mitigation and adaptation are found throughout Chapter 5 and supplementary guidance is also given in the London Plan sustainable design and construction SPG.

An energy statement was initially submitted in 2012 in support of the application. The scope of this statement was limited to the remaining balance of development allowed under the outline consent, for which matters remain reserved for future determination, i.e. around 20,000 m² of academic floorspace in zones A2, A5, A5a, A6, A8, A9, A10, A11, and A13.

The Mayor in his stage 1 Report made a number of comments/recommendations on the submitted energy strategy, the main points of which are summarised below:

- the applicant needs to present more detail on energy efficiency and commit to the development exceeding 2010 Building Regulations compliance through energy efficiency alone.
- determine whether there are any existing or planned district heating networks within the vicinity of the proposed development.
- install a site wide heat network and confirm that all building uses will be connected to the site heat network.
- confirm CHP sizing and determine the reduction in regulated carbon dioxide emissions that will be achieved through this second part of the energy hierarchy
- select the renewable energy technologies for the development and determine the reduction in regulated carbon dioxide emissions that will be achieved through this third element of the energy hierarchy

An updated Energy Statement has subsequently been submitted in support of the application. This update serves to bring the energy strategy in line with changes in policy since the issue of original strategy for Brunel University, and to outline the approach to adhere to revised policy. The original London Plan target at time of the original submission required commercial developments to achieve a 25% carbon emissions improvement on Part L of Building Regulations 2010. This has now increased to a 40% improvement.

The revised energy Statement suggests that the 40% improvement in emissions can be achieved through combining rooftop photovoltaics with a range of Low and Zero Carbon technologies, including biomass heating, air and ground source heat pumps. Up to 2,500m² of roof space is indicatively suitable for photovoltaics. This would allow for a 277 kWp system to be installed, generating approximately 246 MWh/yr and saving up to 128t CO₂, representing a 7% improvement on adjusted benchmark.

The remaining improvement in emissions can be achieved through biomass heating, air and ground source heat pumps. Biomass heating will be able to provide the remaining improvement in emissions required and up to a maximum of 666 tCO₂ by providing 100% of thermal demand. This can be achieved through the introduction of dedicated biomass boilers in each building, where a significant heat demand is present or through connecting each building to a communal heating network that is fed through a central biomass boiler. Alternatively, or in parallel with biomass heating, air source and ground source heat pumps could also achieve remaining improvement in emissions.

It is recommended that at the appropriate reserved matters stage, full feasibility studies are undertaken to confirm the preliminary calculations carried out for this report. This can be secured by condition. Subject to compliance with this conditions, it is considered that the remaining phases of the outline masterplan proposals will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant policies in the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

A Flood Risk Assessment (FRA) was submitted in support of this application, as the University Campus site is greater than 1 hectare in area and the campus site falls in part within Flood Zone 2 and 3 on the Environment Agency Flood Maps. Flood Zone 2 and 3 are defined as having a medium and high probability of flooding respectively.

A FRA was initially submitted with this application, but was found to be inadequate. The Greater London Authority (GLA) the Local Planning Authority (LPA) and the Environment Agency (EA) all requested further details in relation to flood risk, in order to address policy changes that have been brought into force since the application was originally determined in 2004.

The key points in the updated FRA are summarised below:

- There are recent records of fluvial flood risk that have had a significant impact on the University campus. In the autumn of 2001, heavy rainfall resulted in River Pinn flooding residential buildings to a depth of approximately 300mm. Also, in the summer of 2012, the same area flooded but not to such an extent. It is therefore considered that the flood maps produced by the EA represent a realistic picture of the flood risk.
- A number of buildings are actually in the functional floodplain (flood zone 3b). Therefore, while outside the scope of this FRA, consideration should be given to relocating the existing buildings outside the floodplain into Flood Zone 1 (low risk) or review the design and layout of the existing buildings, to ensure they are resilient to flood risk.
- Apart from the Sport Centre site which has been subject to a site specific FRA, none of the outstanding developments that form part of the Outline Planning Application are situated within the fluvial floodplain as defined by the EA.
- The FRA has identified that the actual areas of the outline planning permission that could

result in a flood risk are limited to a few very specific locations. At these locations, where surface water run off is likely to increase, localised attenuation features should be implemented to reduce the risk of localised surface water flooding. (The FRA assumes that the implementation of such measures will be undertaken during the Reserve Matters applications). Therefore, storm water runoff will be considered and mitigated on a site by site basis.

- Foul water discharges will increase in the proposed new development areas. The increase in peak flow is very low in all cases and hence it is very unlikely there will be any significant flood risk as a result.
- The flood risk as a result of elevated groundwater and artificial water sources is considered to be very low.

The main conclusion of the FRA is that there is overall very little increased flood risk as a result of the outstanding proposed developments, but there is a need to survey the drainage system and undertake hydraulic modelling to confirm this is the case and develop a better understanding of the the performance of the site wide drainage system. The FRA has identified that the actual areas that could result in a flood risk are limited to a few very specific locations. and where surface water run off is likely to increase, localised attenuation features should be implemented to reduce the risk of localised surface water flooding.

The FRA assumes that the implementation of such measures will be undertaken during the Reserve Matters applications and that storm water runoff will therefore be considered and mitigated on a site by site basis. However, the Flood and Drainage Officer considers that there needs to be an appropriate drainage strategy in place for the whole site before any subsequent application for different parts of the site. A modified condition is therefore recommended to that effect.

A review of the current policy has indicated that there have been no significant changes affecting the scheme and the proposals remain policy complaint.

7.18 Noise or Air Quality Issues

Air Quality

London Plan policy 7.14 states that development proposals should achieve reductions in pollutant emissions and minimise public exposure to air pollution. An air quality assessment has been submitted in support of this application. The assessment concludes that overall, the implementation of the remaining reserved matters buildings is in compliance with national and local policies, including Policy 7.14 of the London Plan. Since only negligible impacts to local air quality have been predicted during the construction and operational phases, no significant air quality effects are anticipated.

The Council's Environmental protection Unit advise that the mitigation measures put forward are satisfactory. These measures can be secured by consitions (conditions 40 and 41), in the event of an approval.

NOISE

This application for an extension of time only, with no changes to any other aspects of the development approved in 2004. A review of the current policy has indicated that there have been no significant changes affecting the scheme in terms of noise and the proposals remain policy complaint.

It is recommended that in the event of an approval, the various conditions relating to noise, which were previously imposed on the original outline planning permission be carried forward to the new consent.

7.19 Comments on Public Consultations

At the time of writing the report, in total 14 letters objecting to the proposals were received and are summarised in the preceding 'Consultees' section of the report. The comments received are noted and all relevant issues are addressed within the body of the report. It should be noted that the responses appear to have misunderstood the nature of the application and some objections relate to existing features, such as the roundabout on Kingston Lane.

With regard to the access off Cowley Road, this has already been approved under the previous outline permission. This is a limited access only, to a small car park and does not provide a through route to other areas of the campus.

With regard to potential noise and electromagnetic radiation from an electricity sub station, this does not form part of the current application. These issues would be covered by separate legislation in any event.

7.20 Planning obligations

The original grant of planning permission secured the following planning obligations by way of a legal agreement:

- i) A scheme of off site highway improvements, consisting of traffic calming, a pedestrian crossing, improvements to Cleveland Road, a new roundabout at the access to site 2 from Kingston Lane (this has been implemented)
- ii) The management and maintenance of the open area on Site 1, to reflect its nature conservation interest, including measures to ensure public access commitment to undertake responsibility for future management and maintenance a management plan and mitigation strategy to protect and enhance the existing nature conservation interest and wild life habitat.
- iii) The management and maintenance of the River Pinn corridor, including a management plan to protect and enhance the existing nature conservation interest and wild life habitat on the site, to include improved lighting and upgrading of the pedestrian foot path adjacent to the River Pinn, linking site 2 to the Uxbridge Road.
- iv) The provision of the future management and maintenance of structural landscaping landscape features and open space.
- v) The applicants provide an initial contribution of up to £200,000 towards public transport accessibility to the site on completion of 26,500 sq. m. of new academic, administration and community floor space on the Uxbridge campus. Further contributions to be subject to a public transport assessment, to be agreed with the Local Planning Authority in consultation with TfL.
- vi) Submission of a Green Travel Plan outlining means and methods of reducing private transport use by staff and students and the promotion of other sustainable forms of transport
- vii) Community uses are available on completion of relevant facilities and that they remain available to the community for so long as the development remains in existence.
- viii) Additional traffic surveys (completed)

It is recommended that the application be approved subject to a deed of variation to ensure that the above heads of terms which are ongoing obligations, are carried through to the new outline planning permission.

CIL

Community infrastructure Levy

The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The Mayoral CIL formally came into effect on 1 April 2012, and it will be paid on commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor's CIL will 'contribute towards the funding of Crossrail.

The Mayor has arranged boroughs into three charging bands. The rate for Hillingdon Council is £35sq.m. with a nil rate for education. The required CIL should be confirmed by the applicant and council once the components of the development or phase thereof have themselves been finalised.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation. Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of

opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic.

Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

Although there have been some significant policy changes that are relevant to this application since the original permission was granted, the principle of development is deemed to be acceptable.

It is considered that the full implementation of the masterplan proposals will deliver strategic planning benefits to London and the west London sub region as a whole. Notably, the masterplan proposals would increase the density of accommodation on a developed site with good public transport links, contain the university's growth on a single site, making more efficient use of the available land resource.

As staff and student numbers are to remain the same, the implementation of the outstanding academic floor space is not anticipated to lead to additional vehicular trips. The proposed development will therefore not have any unacceptable impact on the local highway network or passenger transport networks and therefore no further mitigation is required. However, it is recommended that the S106 obligations and conditions contained in the existing consent are carried forward to any approval granted for this application.

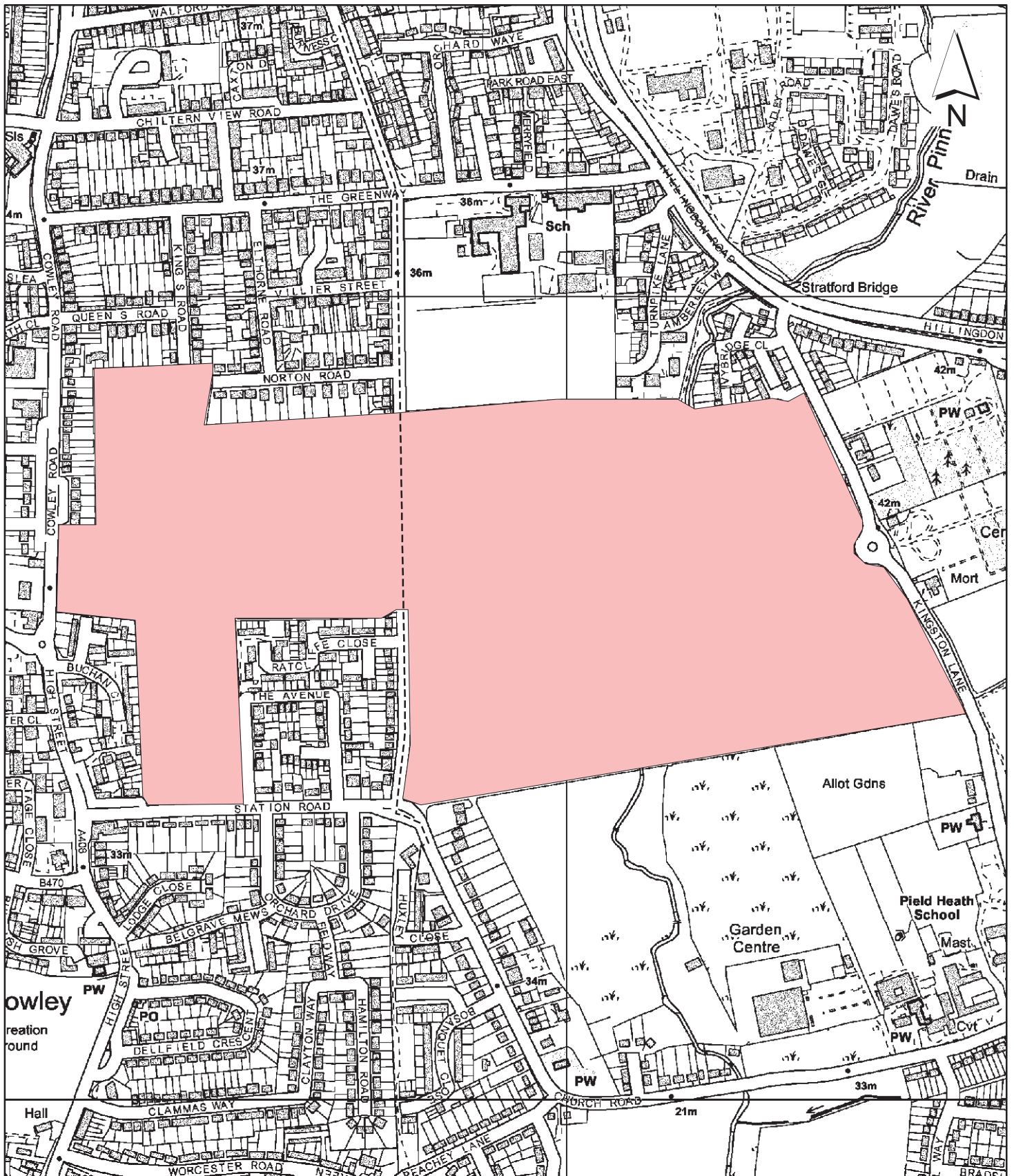
11. Reference Documents

- a) The National Planning Policy Framework (March 2012)
- (b) Hillingdon Local Plan Part 1 Strategic Policies.
- (c) Hillingdon Local Plan Part 2 Saved UDP Saved Policies (November 2012)
- (i) Supplementary Planning Document Accessible Hillingdon
- (j) Supplementary Planning Guidance Community Safety by Design
- (k) Supplementary Planning Guidance Air Quality
- (l) Supplementary Planning Guidance Noise
- m) Supplementary Planning Guidance Planning Obligations

(n) London Plan (2011)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Sites 1 and 2 Uxbridge Campus
 Brunel University
 Kingston Lane
 Hillingdon**

Planning Application Ref:

532/APP/2012/670

Planning Committee

Major Page 51

Scale

1:6,500

Date

March 2015

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

- Address** HAREFIELD GROVE RICKMANSWORTH ROAD HAREFIELD
- Development:** Conversion of majority of historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement and reinstatement of former entrance lodge as two dwelling units. (Full Planning Application amended scheme).
- LBH Ref Nos:** 28301/APP/2013/3104
- Drawing Nos:** 20-SB-03 - STABLES
22-SB-03 -STABLES
00-CHR-01 -COTTAGE HOUSE
20-CHR-02 B -COTTAGE HOUSE
00-CHR-01 -COTTAGE HOUSE
20-CHR-01 - COTTAGE HOUSE
00-GH-00 - GARDEN HOUSE
20-GH-00 A - GARDEN HOUSE
20-OH-01 A - ORCHARD HOUSE
20-ELH-01 - ENTRANCE LODGE
Planning Statemen
View of Forecourt from North Eas
Revised Energy Statemen
D and A (June 2014)
20-LHS-01 B W C UNITS
Revised tree report May 14 -1
Revised tree report May 14 -2
Sarah Rutherfords reports - Historic Landscape Appraisal of proposal
Sarah Rutherfords Reports - Landscape Analysis
FRA (Issue 3)
Harefield Grove Sustainability statemen
Transport assessement
Great Crested Newt Report (Jan 12
Ecological Report Ref: 113223 (Jan. 2012
HG-00 REV G MASTERPLAN
SLP-00 -SITE PLAN
00-MHEWW-01 -EX. GF
00-MHEWW-02 -EX. LGF
00-MHEWW-03 -EX 1ST F
00-MHEWW-04 -EX 2ND F
00-MHEWW-05 -EX. ROOF PLAN
00-MHEWW-06 -EX EL
00-MHEWW-07 -EX. EL
00-MHEWW-08 -EX SECT

20-MHEWW-09 B -PROPOSED GF
20-MHEWW-10 A -PROPOSED L GF
20-MHEWW-11 B -PROPOSED 1ST F
20-MHEWW-12 A -PROPOSED 2ND F
20-MHEWW-13 A -PROPOSED ROOF
20-MHEWW-14 A -PROPOSED EI
20-MHEWW-15 A -PROPOSED EI
20-MHEWW-16A -PROPOSED SECT
00-SB-01 -STABLE EX PLANÇ
00-SB-02 - STABLE EXISING ELEVATION

Date Plans Received: 21/10/2013

Date(s) of Amendment(s):

Date Application Valid: 20/11/2013

1. SUMMARY

Full planning permission and listed building consent are sought for the conversion of the original house to residential use; the conversion of the 1980's office wings and stable block from offices to residential apartments; reinstatement of entrance lodge house as 2 dwelling units; retention and refurbishment of the Cottage House; conversion and extension of existing conservatory and adjacent building into a single dwelling unit; conversion and extension of the southern outbuilding into a single dwelling house with garage; construction of a new house with garage to the southeast; demolition of glazed link and canopy including out building to the south and restoration of historic landscape, including reinstatement of garden wall, together with associated parking. The proposal includes the demolition of an existing greenhouse, wall, gardener's store and garage.

64 surrounding occupiers were consulted. 6 representations have been received (2 in favour and 4 against).

The scheme constitutes appropriate development in the Green Belt and this revised scheme has addressed a number of planning concerns, relating to previously refused schemes on this site, relating to the character, appearance and setting of the listed buildings, the ecological and landscape impacts.

The application seeks to restore and bring back into beneficial use the listed building and other buildings and structures in the site. The reversion of the main house back to a single residential occupancy and the conversion of the 1980's office annex and stable block from offices to residential flats is supported historic building terms. It is not considered that the limited demolition and the new build element of the proposal would affect the listed building or its setting.

It is considered that highway, ecological and flood related issues have been satisfactorily addressed, whilst the long term maintenance of the listed buildings and historic grounds can be secured by conditions and a legal agreement.

Accordingly, it is recommended that planning permission and associated listed building consent be granted, subject to referral back to the Mayor, a S106 Agreement and conditions.

2. RECOMMENDATION

1. That the application be referred back to the Greater London Authority.
2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:

(i) Conservation Management Plan in accordance with English Heritage guidance, to secure the long term management and maintenance of the house

(ii) A repairs methodology and schedule of repairs for the main house;

(iii) Legal provisions to secure the appropriate phasing and completion to requisite standards to ensure that the listed house, outbuildings and landscape are restored and that the new houses/ conversions are not occupied until all the works (other than soft landscaping to be planted in the appropriate planting season) on site have been completed.

(iv) A Landscape Conservation, Restoration and Management Plan, including detailed proposals, long term design objectives, protection of the woodland areas, management responsibilities, maintenance and measures to eradicate and control Japanese Knotweed and Giant Hogweed.

(v) A management plan for the new houses including restrictions on the erection of walls, fences, or other structures or associated works, including the painting of elevations, changes to fenestration, and the installation of satellite dishes and photovoltaic cells.

(vi) Detailed surveys of the current standard of the drainage structures on site, and a management and maintenance plan to ensure that these will be managed, and blockages cleared.

(vii) Affordable Housing review mechanism

v) Project Management & Monitoring Fee: 5% of total cash contributions (if a cash contribution is required)

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

4. That subject to the above, the application be deferred for the determination by Head of Planning and Enforcement under delegated powers to approve the application, subject to any alterations required by the Mayor of London or the Head of Planning and Enforcement, the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

5. That if the above Section 106 agreement has not been finalised by 21 April 2015, or other time frame as may be agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse the application 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 a Conservation Management Plan, a repairs methodology and schedule of repairs for the main house, appropriate phasing and

completion, a Landscape Conservation, Restoration and Management Plan, a management plan for the new houses and an affordable Housing review mechanism). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

8. That if the application is approved, the following conditions be attached:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

HG-00 REV G MASTERPLAN
SLP-00 -SITE PLAN
20-SB-03 - STABLES
22-SB-03 -STABLES
00-CHR-01 -COTTAGE HOUSE
20-CHR-02 B -COTTAGE HOUSE
00-CHR-01 -COTTAGE HOUSE
20-CHR-01 - COTTAGE HOUSE
00-GH-00 - GARDEN HOUSE
20-GH-00 A - GARDEN HOUSE
20-OH-01 A - ORCHARD HOUSE
20-ELH-01 - ENTRANCE LODGE
20-LHS-01 B W C UNITS
00-MHEWW-01 -EX. GF
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00-MHEWW-03 -EX 1ST F
00-MHEWW-04 -EX 2ND F
00-MHEWW-05 -EX. ROOF PLAN
00-MHEWW-06 -EX EL
00-MHEWW-07 -EX. EL
00-MHEWW-08 -EX SECT
20-MHEWW-09 B -PROPOSED GF
20-MHEWW-10 A -PROPOSED L GF
20-MHEWW-11 B -PROPOSED 1ST F
20-MHEWW-12 A -PROPOSED 2ND F
20-MHEWW-13 A -PROPOSED ROOF
20-MHEWW-14 A -PROPOSED EL
20-MHEWW-15 A -PROPOSED EL
20-MHEWW-16A -PROPOSED SECT
00-SB-01 -STABLE EX PLANS
00-SB-02 - STABLE EXISING ELEVATIONS

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 RES14 Outbuildings, extensions and roof alterations

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 garages, sheds or other outbuildings, nor extension or roof alteration to any dwellinghouses shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 RES5 General compliance with supporting documentation

The development hereby permitted shall be implemented in full, in accordance with the specified supporting plans and/or documents:

Ecological Report Ref: 113223 (Jan. 2012)

Great Crested Newt Report Ref: 113223 (July 2012)

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

REASON

To ensure that the development complies with the objectives of Policies EM7 of the Hillingdon Local Plan Part 1, Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

5 RES6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Materials - details

Details of the following, including scale drawings, manufacturers information and samples where appropriate, shall be submitted to and agreed by the Local Planning Authority in conjunction with English Heritage, before the commencement of the relevant part of the works:

a) Stable block canopy/pediment over entrances, doors and side windows

b) Repair/rebuilding works to existing conservatory

c) Details of the materials, construction and design of all new windows, conservatories and external doors

- d) Samples of materials for external elevations and roofs to be submitted for approval
- e) Gutters and down pipes to be of cast metal, manufacturers details to be submitted for agreement
- f) New chimneys to Orchard House
- g)

REASON

To safeguard the special architectural and/or historic interest of the listed building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Permitted Development Restrictions

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 extensions or changes to the external appearance of any dwellinghouse (including alterations to fenestration) shall be carried out, nor shall any sheds, garages, porches, fences, gates or walls be erected and balconies formed without the prior written consent of the Local Planning Authority.

REASON

To preserve the character and appearance of the listed building and to protect the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 NONSC Public Access

The grounds of Harefield Grove as depicted on drawing number HG-00Rev.E will be opened for public access to members of the general public free of charge on three days per year. A programme, specifying the day, opening times and publicity of the event shall be submitted to and approved by the Local planning Authority.

REASON:

To ensure that the architectural significance of the building and its historic landscape can be appreciated by the general public in compliance with policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC Walled Garden - details

Details of the appearance and construction of the new walls, as well as samples of materials (including mortar mixes and pointing style) to be used in the repair of the masonry walls of the walled garden must be made available on site for the approval by the Local Planning Authority, prior to commencement of any works to the walled garden. Works must not start on the repair of these walls until such time as the materials and methodologies have been approved in writing by the Local Planning Authority.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been

submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 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).

12 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.

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

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for a minimum of 24 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 38 spaces (including demonstration that 40% (8 active and 8 passive) of all parking spaces are served by electrical charging points; 2 motor cycle and 4 disabled parking spaces are provided)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

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 surfacing/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 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 BE13, BE38 and AM14 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 (July 2011).

14 NONSC Flood Risk

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) October 2012 (Issue 3), by Cole Easdon Consultants (reference 3482) and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated by the 100 year plus climate change critical storm so that it will not exceed the run-off from the greenfield site and not increase the risk of flooding off-site.

REASON

To prevent flooding by ensuring the satisfactory storage of surface water from the site.

15 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until 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:

- a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.
 - i. following the strategy set out in Flood Risk Assessment, produced by Cole Easdon dated October 2012 Revision 3, and
 - ii. incorporating sustainable urban drainage 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.
 - iii. providing information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates and:
 - iv. providing calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - v. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- b) Foul water
 - i. The Scheme shall demonstrate a suitable scheme is provided to deal with foul water on site.
- c) Site investigation
 - i. A suitable site investigation shall be provided to inform appropriate SuDs techniques
- d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
 - i. incorporate water saving measures and equipment.
 - ii. provide details of water collection facilities to capture excess rainwater;

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

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

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime, including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

16 RES16 Code for Sustainable Homes

The dwellings shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

17 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards, unless it can be demonstrated that for any particular unit, implementation of these standards for that unit would harm the the historic significance of the building. Where lifetime standards cannot be achieved, a justification and detailed design shall be provided for that unit. Further, three of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

18 RES19 Ecology

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site, and to ensure the development contributes to ecological enhancement, in accordance with Policy EM7 of the Hillingdon Local Plan Part 1, Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

19 RES20 Traffic Arrangements - submission of details

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

20 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the 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.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

21 RES24 Secured by Design

The dwellings 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 individual dwelling shall be occupied until accreditation has been achieved for that dwelling.

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 (July 2011) Policies 7.1 and 7.3.

22 RES25 No 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 other than for routine maintenance which does not change its details.

REASON

1. To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); an
2. To protect the ecological value of the area in accordance with Policy EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

23 NONSC Non Standard Condition

Prior to commencement of the development full specifications of the biomass boiler unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications include the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the biomass plant has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

24 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from air traffic (Denham Aerodrome) and plant (biomass boiler) noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by air traffic and plant noise, in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

INFORMATIVES

1 115 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.

2 121 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).

3 152 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).

4 153 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 (July 2011) and national guidance.

5 159 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.

6 16 Property Rights/Rights of Light

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

7

Note re Ordinary Watercourse Consenting

Under the Land Drainage Act 1991 as amended by the Flood and Water Management Act 2012, you need consent from the London Borough of Hillingdon if you want to build or change a culvert or structure (such as a weir) that may obstruct the flow on any ordinary watercourses. Please contact the Flood and Water Officer at Hillingdon for further details.

8

Surface water drainage: It is the responsibility of the developer to make proper provision for drainage to ground water courses or a suitable sewer. 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 separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developmper proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 08458502777

Reason: To ensure that surface water discharge from the site shall not be detrimental to the existing sewage system

9

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £201,897.58 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition the development hereby approved represents chargeable development under the Hilligdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be

£515,635.95. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=2473

3. CONSIDERATIONS

3.1 Site and Locality

Harefield Grove comprises a Grade II listed building set in landscaped grounds of

approximately 7.82ha, accessed from a driveway off Rickmansworth Road, some 0.5 miles to the north of Harefield Village. The house is included on the English Heritage Buildings at Risk Register. The original house is an early 19th Century building which was extended in the latter part of the 19th Century and more recently in the 1980's. Up until approximately four years ago, the site was used as offices. There is an existing free standing re-built stable block adjacent to the main building which is also included in the listing description. To the south of the buildings is a car parking area, accommodating some 123 spaces.

In addition, there are a number of minor structures, a conservatory, store and gardener's cottage within the curtilage of the house. The pre 1948 structures will be considered as listed. The house has a parkland setting, although the current garden is considerably reduced from its original form. There are a number of garden features, a lake with cascade, pathways and good trees that survive within the site.

The entire site is located within the Metropolitan Green Belt. The site forms part of Nature Conservation Sites of Metropolitan or Grade I and II Importance and falls within a Countryside Conservation Area. The site has a Public Transport Accessibility Level of 1a, on a scale of 1 to 6 where 1 represents the lowest level of public accessibility. The site is also covered by Tree Preservation Order No.1.

3.2 Proposed Scheme

Full planning permission is sought for the conversion of majority of historic main house into single dwelling unit; alteration and conversion of existing glazed link including east and west wings and southern part of main house into 13 residential flats; conversion of the Stable Building into 4 self-contained flats; reinstatement of entrance lodge house as 2 dwelling units, retention and refurbishment of the Cottage House, conversion and extension of existing conservatory and adjacent building into a single dwelling unit; conversion and extension of southern outbuilding into single dwelling house with garage, construction of new house with garage to southeast; demolition of glazed link and canopy including out building to the south and restoration of historic landscape, including reinstatement of the garden wall

A schedule of accommodation is provided below:

Main House / East & West Wings Extensions (Conversion and alteration)

Type	Floor Area (m2)
1 8 bed house	722
2 3 Bed Flat	279.00
3 3 Bed Flat	199.00
4 3 Bed Flat	199.00
5 1 Bed Flat	114.00
6 4 Bed Flat	268.00
7 3 Bed Flat	149.00
8 3 Bed Flat	199.00
9 3 Bed Flat	218.00
10 2 Bed Flat	137.00
11 3 Bed Flat	209.00
12 4 Bed Flat	269.00
13 3 Bed Flat	160.00
14 3 bed Flat	185.00

Stable Block (Clock Tower)(Conversion)

1 2 Bed Flat 107.00
2 3 Bed Flat 160.00
3 2 Bed Flat 107.00
4 3 Bed Flat 160.00

Conservatory House (New Build/extension)
1 house 180

Cottage House (Retained/restored)
1 House 134

Orchard house (New Build)
1 House 180

Garden House (Conversion/extension)
1 House 123

Entrance Lodge House (Reinstatement)
1 House 132
2 House 154

Summary

- A. Main House and Adjacent Buildings 14
- B. Stable Building (Clock Tower) 4
- C. Cottage House 1
- D. Entrance Lodge 2
- E. Garden House 1
- F. Orchard House 1
- G. Conservatory House 1

TOTAL 24 Units.

The application is supported by a number of reports and documents that assess the impact of the proposal. A schedule of these reports are provided below:

- Design and Access Statement
- Flood Risk Assessment
- Ecological Report (January 2012)
- Great Crested Newt Report
- Energy Sustainability Statement
- Historic Landscape Survey & Analysis.
- Appraisal of Effect of Proposals on Historic Landscape
- Transport Assessment
- Framework Travel plan
- Listed Building - Schedule of Internal Changes
- Tree Report and Schedule
- Schedule of Areas

3.3 Relevant Planning History

28301/APP/2006/1059 Harefield Grove Rickmansworth Road Harefield

CONVERSION OF ORIGINAL HOUSE AND STABLE BLOCK FROM OFFICES TO 49 RESIDENTIAL APARTMENTS AND ERECTION OF A NEW RESIDENTIAL BLOCK TO PROVIDE 49 APARTMENTS AND ASSOCIATED PARKING (INVOLVING DEMOLITION OF EXISTING GREENHOUSE, WALL, GARDENERS' STORE AND GARAGE).

Decision: 30-06-2006 Refused

28301/APP/2006/1060 Harefield Grove Rickmansworth Road Harefield

CONVERSION OF OFFICES TO RESIDENTIAL APARTMENTS, DEMOLITION OF GREENHOUSE, WALL, GARDENERS' STORE AND GARAGE (APPLICATION FOR LISTED BUILDING CONSENT).

Decision: 27-06-2006 Refused

28301/APP/2012/1241 Harefield Grove Estate Rickmansworth Rd Harefield

Retention of existing offices (B1) within the main house.

Decision: 01-06-2012 NFA

28301/APP/2012/2598 Harefield Grove Rickmansworth Road Harefield

Conversion of majority of historic main house into single dwelling unit. Alteration and conversion of existing glazed link including east & west wings and southern part of main house into 13 residential flats. Conversion of Stable Building into 4 self-contained flats. Reinstatement of entrance lodge house as 2 dwelling units. Restoration of historic landscape including reinstatement of garden wall. Retention of Cottage House. Conversion and extension of existing conservatory and adjacent building into a single dwelling unit. Demolition of glazed link and canopy including outbuilding to south. Conversion and extension of southern outbuilding into single dwelling house with garage. Construction of new house with garage to southeast.

Decision: 04-03-2013 Refused

Appeal: 28-02-2014 Dismissed

28301/APP/2012/2599 Harefield Grove Rickmansworth Road Harefield

Conversion of majority of historic main house into single dwelling unit. Alteration and conversion of existing glazed link including east & west wings and southern part of main house into 13 residential flats. Conversion of Stable Building into 4 self-contained flats. Reinstatement of entrance lodge house as 2 dwelling units. Restoration of historic landscape including reinstatement of garden wall. Retention of Cottage House. Conversion and extension of existing conservatory and adjacent building into a single dwelling unit. Demolition of glazed link and canopy including outbuilding to south. Conversion and extension of southern outbuilding into single dwelling house with garage. Construction of new house with garage to southeast (Application for Listed Building Consent).

Decision: 10-04-2013 Refused

Appeal: 28-02-2014 Dismissed

Comment on Relevant Planning History

· Planning permission was granted for the change of use of the existing manor house to offices on 26 February 1982 (Ref. 2801/80/0400).

· On 17 February 1984, planning permission was granted for the refurbishment of Harefield Grove, the erection of two storey office extensions, comprising two wings (ref: 28301/D/83/1551).

· Full planning permission and listed building consent were sought for the conversion of the original house and stable block on this site from offices to 49 residential apartments and the erection of a new residential block adjacent to the existing listed buildings to provide 49 apartments and associated parking. The proposal included the demolition of an existing greenhouse, wall, gardener's store and garage. The scheme was considered to constitute inappropriate development in the Green Belt and also result in a number of other fundamental planning concerns, including the adverse impact on the character, appearance and setting of the listed buildings, the failure to demonstrate that the development would not increase the risk of flooding, or result in unacceptable ecological impacts and that existing trees of merit on the site can be satisfactorily retained. Accordingly, planning permission and listed building consent were refused on 30/6/2006. (Refs: 28301/APP/2006/1059 and 28301/APP/2006/1060).

· An application Ref 28301/APP/2012/2598, dated 11 October 2012, for an almost identical scheme to the current proposal was refused on 4 March 2013 for the following reasons:

1. The proposed development represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Policy OL1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2011) and the National Planning Policy Framework.

2. The proposed alterations to the existing listed building would be detrimental to its character and appearance, contrary to Policies BE8 and BE9 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). The proposed development, by reason of the siting, overall size, bulk and height of the proposed buildings, the associated infrastructure and the increased intensity of use would prejudice the openness of the Green Belt, resulting in an unacceptable degree of urbanisation. The proposal is therefore contrary to Policy OL1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) Policy 7.16 of the London Plan (2011) and the National Planning Policy Framework.

3. The proposal, by virtue of its siting and design would fail to provide good environmental conditions within the development, by reason of inadequate levels of privacy, contrary to Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the design principles contained within the Council's adopted Supplementary Planning Document: "Residential Layouts". The submitted plans and documentation do not clearly illustrate that lifetime homes standards can be achieved. Without sufficient detail to the contrary, justification or more detailed design, the proposal is considered to be contrary to London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2011

4. The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of education, health, libraries, construction training, preservation/ongoing

management of historic building/s and grounds, improvements to pedestrian links, project management and monitoring). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

5. In the absence of an accurate tree survey and arboricultural impact assessment to BS5837:2012, the applicant has failed to demonstrate that the protected trees will be unaffected by the proposed development and has not made provision for their long term protection. This is contrary to Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

6. The applicant has failed to demonstrate that the development can deliver CO2 reductions to a level commensurate with the London Plan requirements. The development is therefore contrary to Policy 5.2 of the London Plan (2011). The site forms part of a Nature Conservation Site of Borough Grade I Importance and the submitted ecological assessment has failed to demonstrate that the proposed development could be completed without detriment to the recognised ecological value of this area. The proposal is therefore contrary to Policy EC1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the NPPF.

7. The applicant has failed to provide, through an appropriate legal agreement, an appropriate provision of on site affordable housing. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations and policies Policies 3.10 -3.13 of the London Plan.

The application was subject to a local inquiry (Appeal Ref: APP/R5510/A/13/2204776) which was dismissed on 4 March 2013.

A number of amendments were made at the appeal. The Inspector found that the changes were not so great as to significantly alter the nature of the scheme, and the appeals were based on the amended drawings. However, these changes did not include the entrance lodges. Nevertheless, the Inspector agreed that applicant would not require planning permission for the lodges under a 1985 planning permission.

The Inspector concluded that as the proposal does not amount to inappropriate development in the Green Belt, there is no need to establish whether very special circumstances arise, and there is no indication that the principle of the change of use and conversion of the property is otherwise inconsistent with the development plan.

The Inspector recognised the potential advantages of the proposal, including the provision of 24 new dwellings, consistent with the NPPF objective to boost the supply of housing. Significant weight was given to the introduction of a beneficial use of the property, which would be likely to secure the long term preservation of the heritage item. It was also appreciated that the design of the extended and new buildings around the courtyard was guided by the desire to create a scheme with spatial and architectural harmony within the overall setting of the estate.

However, the Inspector found that there was a clearly established need to contribute to the provision of affordable housing, and the appellants' case did not adequately establish that the sum offered for this purpose was the maximum commensurate with the commercial

viability of the project. There was reason to consider that the benefits of the scheme would still be delivered, if a contribution closer to that required by development plan policy was applied. This was a matter of sufficient importance to justify dismissal of the appeals (Planning and Listed Building Consent).

Following the dismissal of the above mentioned appeal, the applicants requested the reactivation of the current application, which had been held in abeyance pending the outcome of the local inquiry.

The main changes to the scheme as originally submitted relate to:

1. The inclusion of 2 lodge dwellings at the entrance to the estate, which were originally granted planning permission in 1985. These lodges replace an original historic lodge building which was demolished some decades ago. The applicant would not require planning permission for the original replacement lodges under the 1985 planning permission.
2. The conversion of the main house to one, eight bedroom house rather than apartments
2. The reduction in the number of flats, to ensure that the number of units overall remains the same.
3. An increased affordable housing contribution.

Officers took the view that the inclusion of the lodges would constitute a material revision to the original submission and at the very least, would need a full re-consultation, with a change to the description of the development. Consequently the application was subject to a re consultation on 29-07-14, with the amended description.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **26th November 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised as major development under Article 13 of the Town and Country Planning (General Development Procedure) Order 1995 and under the Planning (Listed Buildings & Conservation Areas) Act 1990 as development affecting the character or appearance of a listed & building.

1. In addition, 62 neighbours were consulted in the surrounding area including the Harefield Village Conservation Panel and the Harefield Tenants and Residents Association. 6 responses have been

received as summarised below:

2. I am worried that the restoration will not be carried out sympathetically and that the surrounding wildlife and character of the area will be affected to its detriment.

3. I don't believe that this company will carry out the work properly or enhance the character of the area. I am also worried that they have no regard for the endangered species that are inhabiting the site.

4. The site is within the Denham Aerodrome Traffic Zone. It is inevitable that any occupants in this location will both hear and see aircraft operations and it is important that all concerned are aware of the juxtaposition of the sites.

GREATER LONDON AUTHORITY

Stage 1 Report (Summary)

Strategic issues:

In accordance with the recent appeal decision regarding a similar scheme on this site, the proposals are not considered to be inappropriate development in the Green Belt. The applicant should provide further information regarding the proposed restoration and construction costs with regards to the heritage asset and the proposed affordable housing offer. Further information is also requested regarding the amount of housing, climate change mitigation and transport.

Recommendation:

That Hillingdon Council be advised that the application does not comply with the London Plan, for the reasons set out in this report; but that the possible remedies set out in the report could address these deficiencies. The application does not need to be referred back to the Mayor if the Council resolves to refuse permission, but it must be referred back, if the Council resolves to grant permission.

London Plan policies on Green Belt, housing, affordable housing, heritage, energy and transport are relevant to this application. The application complies with some of these policies but not with others for the following reasons:

- Principle of development: In accordance with the recent appeal decision for almost identical proposals on the site, the proposals for the restoration and conversion of the listed mansion house and its outbuildings, including the reinstatement of the Lodge House and introduction of a new house to the south of the historic kitchen garden are not considered to be inappropriate development in the Green Belt and are acceptable with regards to London Plan Policy 7.16.
- Heritage and design: The approach is supported in principle in heritage, conservation and design terms, subject to the submission of further details and the satisfactory independent assessment of the applicant's viability appraisal demonstrating that the minimum viable level of enabling development is proposed.
- Housing: The level of the information provided in the submitted Design and Access Statement regarding wheelchair accessible units is insufficient and the applicant should demonstrate that all of the units are built to meet Lifetime Homes standards. Further clarification is sought with regards to the residential unit size.
- Affordable housing: The level of affordable housing to be provided as part of the proposals, if any, is not clear from the submitted information. Further discussion will be required with the Council and applicant subject to the outcome of the independent assessment of the viability appraisal.
- Energy: The applicant is required to update the energy strategy giving due consideration to current London Plan policy and the comments made as part of the initial consultation, before an appropriate assessment can be made.

- Transport: The applicant should address those issues regarding the provision of electric vehicle charging points and Hertfordshire County Council and/or Red Rose Travel to discuss the possibility of providing an additional bus stop close to the site entrance for route R21 services already operating on Rickmansworth Road.

On balance, the application does not comply with the London Plan.

(Officer comments:

- The issues relating to wheelchair units and lifetime homes standards are covered by conditions.
- The revised Financial Viability Appraisal demonstrates that the development cannot support affordable housing in view of the Hillingdon CIL requirements.
- A revised Energy statement has been submitted addressing the GLA's concerns
- The provision of electric vehicle charging points is secured by condition.
- The Inspector in assessing an almost identical scheme did not consider the provision of an additional bus stop close to the site entrance to be a requirement).

ENVIRONMENT AGENCY

The site is located in Flood Zone 1, defined by the National Planning Policy Framework (NPPF) as having a low probability of flooding. In this instance, we have taken a risk based approach and will not be providing bespoke comments or reviewing the technical documents in relation to this proposal. Instead the Local Planning Authority, who have the role of Lead Local Flood Authority will be responsible for reviewing the technical documents for this proposal and providing a response. Below are our standard comments which are applicable to applications of this nature.

It is a requirement of the NPPF that any planning application submitted for development that is over 1 hectare in size in Flood Zone 1 is accompanied by a Flood Risk Assessment (FRA). This requirement must be met.

Although development within Flood Zone 1 is not considered to be at a high risk of fluvial or coastal flooding, there may be a risk of flooding from other sources, e.g. groundwater, surface water, etc.

The FRA should meet the requirements of London Plan (2011) Policy 5.13 in addition to the requirements of Hillingdon's local planning policies.

Hillingdon has a Flood Risk Management Portfolio, where you can find more information on local sources of flood risk. These are available on the London Borough of Hillingdon website. This includes a Strategic Flood Risk Assessment (SFRA) or Surface Water Management Plan (SWMP). If they show this development site to be at risk of flooding from other sources, a sequential approach may still be required to ensure that there are no suitable alternative sites in lower-risk areas. Alternatively the sequential approach should be applied on site to ensure that vulnerable developments are located in areas within the site at the least risk of flooding.

We recommend that the FRA demonstrates the following as a minimum:

1. Peak discharge rates from site will not increase as a result of the proposed development, up to a 1 in 100 chance in any year including an allowance for climate change storm event. Policy 5.13 states that: "developers should aim to achieve greenfield runoff from their site through incorporating rainwater harvesting and sustainable drainage". We would encourage all developers to strive to achieve Greenfield run off rates to reduce the impact of the development on the surface water drainage infrastructure in line with the requirements of Policy 5.13 of the London Plan (2011).

2. Storage volumes required on site to control surface water for all events up to a 1 in 100 chance in any year including an allowance for climate change storm event can be provided.
3. The site will not flood from surface water up to a 1 in 100 chance in any year including an allowance for climate change storm event, or that any surface water flooding can be safely contained on site up to this even t, ensuring that surface water runoff will not increase flood risk to the development or third parties.
4. How the Sustainable Drainage Hierarchy has been followed and SuDS techniques will be used with any obstacles to their use clearly justified. Justification should include, where appropriate, provision for the adoption of drainage infrastructure and maintenance contribution to that party. Wherever possible, preference is given to SuDS techniques that benefit water quality, water efficiency, landscape and wildlife.
5. The residual risk of flooding can be managed safely should any drainage features fail including pumps or if they are subjected to an extreme flood event. Surface water may be managed above ground in designated open areas and at shallow depths for events with a return period in excess of 30 years, but this should not put people and property at unacceptable risk. Raising of ground or flood levels could be proposed to manage risk, where appropriate.
6. An assessment of flood risk associated with 'ordinary watercourses' may also be necessary as our Flood Zone maps primarily show flooding from main rivers, not ordinary watercourses with a catchment of less than 3km.
7. Full calculations, topographic surveys, ground investigation, management plans and maintenance schedule including standards and the detail of any legal bodies responsible for maintenance.

Further guidance on site specific FRAs can be found in the Planning Policy Statement 25 Practice Guide, which has been retained despite the cancellation of Planning Policy Statement 25. Please note that this will be superseded by the launch of the new Planning Practice Guidance in Autumn 2013 and additional flood risk advice hosted on the Environment Agency's website. This will be followed by the updated National Standards for Sustainable Drainage.

For further information on SuDS, 'dry islands' and situations where disposal to a public sewer is proposed, please refer to the Environment Agency Flood Risk Standing Advice page at <http://www.environment-agency.gov.uk/research/planning/82584.aspx>.

Further information on SuDS can be also found in:

- Sewers for adoption (5th edition) and CIRIA C609 - guidance for drainage calculations and criteria
- HR Wallingford Joint EA/DEFRA R&D Technical Report W5-074/A/TR/1 Revision E - guidance for management of rainfall runoff
- CIRIA C522 document Sustainable Drainage Systems - design manual for England and Wales
- CIRIA C697 document SuDS manual
- CIRIA C635 Designing for exceedance in urban drainage - good practice
- HR Wallingford SR 666 use of SuDS in high density developments
- The Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDS.

ENGLISH HERITAGE

We made detailed comments on previous proposals for this site in March 2013. We support the conversion of the stables and entrance lodge and the restoration of the surrounding grounds. We

were concerned that the proposed conversion of the 1980's offices into residential accommodation failed to preserve or enhance the special interest of the listed building.

Our previous concerns still stand in regards to these proposals. Whilst we recognise the demolition of the 1980s built offices is unrealistic and perhaps would not accord with the NPPF's overarching aim of achieving sustainable development, we do feel that consideration be given to a degree of visual separation between the listed building and 1980's offices. It is currently proposed to replace the existing glazed link with a masonry built structure which though of a style more discrete than the existing glazed link, also has a more permanent appearance. Should the area currently occupied by the glazed link be returned to open space then if combined with suitable landscaping proposals, the listed building could return to its original character of a modest country house with an attractive landscaped setting. This will not be achieved under the current proposals.

Introducing a degree of visual separation could sustain and enhance the significance of the heritage whilst putting it to a use consistent with the guidance of NPPF paragraph 131.

We would urge you to address the above issues and recommend that the application should be determined in accordance with national and local policy guidance and based on your specialist conservation advice.

(Officer note, the issue of the detailed design of the link between the main house and office annexe was considered at a local inquiry for a similar scheme. The Inspector raised no objections to the masonry built link structure and it is noted that the Urban Design and Conservation Officer considers that this element of the proposal is acceptable in historic building terms).

THAMES WATER

With regard to sewage infrastructure capacity, no objections are raised to the application.

Surface water drainage: It is the responsibility of the developer to make proper provision for drainage to ground water courses or a suitable sewer. 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 separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 08458502777

Reason: To ensure that surface water discharge from the site shall not be detrimental to the existing sewage system.

NATURAL ENGLAND

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the

protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us at with details at consultations@naturalengland.org.uk.

Local wildlife sites

If the proposal site is on or adjacent to a local wildlife site, eg Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local wildlife site, and the importance of this in relation to development plan policies, before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts

HAREFIELD VILLAGE CONSERVATION AREA ADVISORY PANEL

The Panel welcomed the application and the scope of the work proposed for this fine Grade II listed house and its magnificent site.

The Panel urged that the proposal be approved with a comprehensive and stringent set of conditions that would cover any shortcomings in the proposal and obtain the quality of design, detail and workmanship necessary to ensure the standard required for this listed building, its ancillaries and their setting.

This had been achieved very successfully with the recent rehabilitation of the listed buildings at Breakspears on Breakspear Road North, Harefield.

METROPOLITAN POLICE CRIME PREVENTION OFFICER

No objections subject to the scheme achieving Secure by Design accreditation which may require the provision of CCTV to the parking areas.

Internal Consultees

TREES AND LANDSCAPE OFFICER

LANDSCAPE CONTEXT: The site is occupied by the Harefield Grove Estate at the centre of which lies the vacant former mansion house. It is situated to the north of Harefield Village and to the east of Rickmansworth Road.

In the 1980's the house was extended and ancillary buildings added, following planning consent to change the use from residential to offices, occupied by the Sensomatic Electronics Corporation. The history of the estate is described in a Historic Landscape Survey and Analysis, and an Appraisal of Effect of Proposals on Historic Landscape a by Sarah Rutherford.

The site lies within the Green Belt and parts of the estate are designated Sites of Importance for Nature Conservation. Trees on the estate are protected by Tree Preservation Order No.1, (W9) which covers the site.

PROPOSAL: The proposal is an amended re-submission to convert the majority of the historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall, retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement.

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Hillingdon policy EM2 seeks to maintain the Green Belt and apply the 'very special circumstances test' to applications for development within the Green Belt.

- The 'Historic Landscape Survey & Analysis' provides a detailed chronology of Harefield Grove, an analysis of the core of the site around the house, summary of the landscape development phases, description of the context and setting, a selection of views, an analysis of core features and their landscape significance and, finally, an assessment of the level of significance of landscape features within the site.
- The 'Appraisal of Effect of Proposals on Historic Landscape' considers the purpose and significance of the main development area (kitchen garden), the effect of development on the historic landscape, mitigation proposals and the conservation gain.
- The report considers the design rationale behind the location of the new buildings and additions to existing structures in the kitchen garden area to the south of the house and stables. At 3.2 the effect on the design and fabric of the development area is considered overall to have an acceptable effect. It concludes that the effect on existing planting (3.3) and on the rest of the landscape (3.4) is also acceptable.
- The report describes the mitigation proposals in section 4.

- The appraisal report itemises the associated activities which will contribute to the conservation gain (section 5). Fifteen items are identified which are intended to restore the historic character of the site. The first item is to (prepare and) implement a landscape conservation management plan for the whole site. This is followed by a list of discrete projects affecting the built and soft features in the landscape.
- The Design & Access Statement confirms (p.3) that the landscape analysis in chapters 4 and 5 of Sarah Rutherford report will be implemented as part of the scheme. This is re-inforced (p.12) by reference to the four landscape features landscape features which it is proposed to retain and restore. These projects include: the re-instatement of the original vehicular link to the front of the main house, the retention and re-inforcement of the circuit walk giving access to the gardens, the retention and emphasis of the former kitchen gardens and the retention and repair of the water features.
- A tree survey, updated in August 2013, has been prepared by Bernie Harverson in accordance with BS5837:2012. The surveyor notes (in the 'detailed comments') that no topographic survey was available at the time of the tree survey and, therefore, the tree positions and crown spreads were assessed by eye and are to be regarded as 'indicative only'.
- The survey assesses the condition and quality of 42No. individual trees and 17No. groups of trees which are close to, or associated with, the areas affected by the development proposals, namely: the site entrance, driveway and car park, and the existing / proposed buildings.
- The tree reference numbers and colour coded grades (A, B, C and U) are indicated on the Comer Homes 'Proposed Masterplan', drawing No. HG-00 Rev E.
- The survey indicates that there are 7No. individual trees which are 'A' or 'A/B' rated (good trees which should be retained), 27No. trees/groups which are 'B' or 'B/C' rated (fair quality and value / worthy of retention), with the remaining trees and groups either 'C' (poor specimens / could be retained but not generally considered to pose a constraint on development), or 'U' graded (whose removal is justified in the interest of good management).
- The proposed work associated with the redevelopment is mainly confined to the footprint of the existing buildings and areas of hard-standing, with most of the trees and soft landscape remaining unaffected. However, the survey notes (page 1, third bullet) that it 'may be necessary to return to the site to collect accurate measurements.· There is no objection to the proposed selective removal of trees associated with the main house and offices. This includes: Group 3 (Silver Birch, grade B2), T4 (Goat Willow, grade C1) and T6 (Goat Willow, grade B1 / C1).
- In the south-east corner of the site there is a double line of Yews (Group 5) described as a hedge which has been permitted to grow out. A significant length of these hedges are shown to be removed, part of which is necessary to accommodate the proposed new house and garage.
- To the east of the proposed 'Conservatory House' there is a subterranean treatment plant, which is currently screened by a conifer hedge. The hedge has not been shown on plan.
- The survey includes a Root Protection Area (RPA) schedule. Clearly this information will need to be reviewed and verified, by an arboricultural expert, following the preparation of an accurate topographical survey.
- A detailed Arboricultural Method Statement and Tree Protection Plan will be required by condition.
- Finally, Sarah Rutherford's recommendations in chapters 4 and 5 of the appraisal have been endorsed by the D&AS. However, there is no supporting evidence of the proposed landscape work in the form of a masterplan.
- The Ecology report notes that there Japanese Knotweed and Giant Hogweed are present on the site. The eradication of these non-native invasive species together with the appropriate protection of the woodland areas (non-statutorily designated SINC's) should be secured through a Conservation Management Plan (3.12, 3.13, 4.20).
- At 4.19 the Ecology report recommends that landscape proposals include the use of native species and exclude ornamental species. This is a sweeping statement. There will be a requirement for both native and ornamental species on this site, the selection of which should be appropriate to the design and location on site. - Many non-native species contribute to biodiversity, providing habitat and food for ecosystems and, conversely, many native indigenous species are unattractive as 'garden' plants.

RECOMMENDATIONS:

No objection, subject to conditions RES6, RES8, RES9 (parts 1,2,4,5 and 6), RES10. the design and implementation of a high quality landscape scheme should be in accordance with the objectives outlined in Sarah Rutherford's reports.

ACCESS OFFICER

In assessing this application and the revised documents dated 29th of July 2014, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013.

It is accepted that it may not be feasible or desirable to incorporate the standards into all aspects of the proposal without harming the historic significance of the buildings and site. However, reference should be made to the Wheelchair Home Standards, as well as the Lifetime Homes Standards.

Whilst the supporting Lifetime Homes Standards plan demonstrates the intended location of the units, the layout of the bathroom furniture (where shown) is not correct in all instances. A minimum of 700 mm should be shown to one side of the toilet pan, with 1100 mm in front to any obstruction opposite. (Providing the correct layout in a modestly sized bathroom is more beneficial than a large bathroom with an inaccessible layout.)

Details should also be submitted to explain how step free access would be achieved to the buildings

(Officer Note: A condition is recommended requiring all units to be built in accordance with lifetime homes criteria, unless it can be demonstrated that this would harm the historic significance of the building in question).

URBAN DESIGN AND CONSERVATION OFFICER

The revised documents appear to be close to those seen and supported on design grounds at the recent Public Inquiry (for an almost identical scheme). Whilst not all the revisions originally requested have been submitted, scheme is generally acceptable in listed building terms.

Ideally, I would have liked to have seen a Heritage Statement that covered the significance of the house in some detail, as it is, the information we have seems to focus on the gardens and the setting of the house. In addition, we still have no information on the extent of the repairs, which is an issue the Planning Inspector covered in some detail in his decision notice. This would seem critical to agreeing the financial contributions associated with the scheme and affordable housing contribution.

If agreement is reached on this matter, then we need to secure a S106 Agreement to provide a Conservation Management Plan for the house and gardens and a schedule of repairs to the house. The latter could be secured by a condition. We also need to ensure that the house is restored and that the new houses/ conversions are not occupied until all the works on site have been completed. This would be more appropriately be secured by a S106 Agreement.

HIGHWAY ENGINEER

In addition to TfL's comments, the proposals are considered acceptable from access and layout point of view and are not considered to result in over spill car parking demand. Car parking allocation, cycle parking, and refuse/recycle collection should be covered by way of suitable planning conditions. Subject to above being covered by conditions, there is no objection.

FLOOD AND DRAINAGE OFFICER

The FRA demonstrates that the conversion work proposed on the site and the flood risk implications could be managed on site through sustainable design due to the size of the site.

However the existing arrangements of drainage across the site including the use of number of existing ponds which hold water back, the structural soundness of these and their management does pose a substantial flood risk to the surrounding area, which is not assessed.

Some of the implications are detailed within the FRA that could affect proposed housing, and mitigation has been proposed such as the implementation of a cut off ditch, to reduce the risk to new homes.

However should any of these structures fail, the implication to the Ricksmansworth Road could be severe. This needs to be addressed through the provision of appropriate detailed surveys of the current standard of the structures on site, and a clear management and maintenance plan produced to ensure that these will be managed, and blockages cleared.

Certain structures might be designated under the Flood and Water Management Act, depending on further information on the water that is held back and potential implications.

There is additionally a ditch along the boundary of the site which is within the boundary of the application for which there should also be a management plan, to ensure it is maintained, to prevent water from flowing along the road. This ditch appears to have fed one of the ornamental ponds within the site which implies there may be further drainage on site than that detailed. This could be agreed within a S106.

I would request a SuDs condition to be placed on any permission:

Sustainable Water Management

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:

- a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.
 - i. following the strategy set out in Flood Risk Assessment, produced by Cole Easdon dated October 2012 Revision 3, and
 - ii. incorporates sustainable urban drainage 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.
 - iii. provide information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- b) Foul water
 - i. The Scheme shall demonstrate a suitable scheme is provided to deal with foul water on site.
- c) Site investigation
 - i. A suitable site investigation shall be provided to inform appropriate SuDs techniques
- d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- i. incorporate water saving measures and equipment.
- ii. provide details of water collection facilities to capture excess rainwater;
- iii. provide details of how rain and grey water will be recycled and reused in the development.
- e) Long Term Management and Maintenance of the drainage system.
 - i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
 - ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

Note re Ordinary Watercourse Consenting

Under the Land Drainage Act 1991 as amended by the Flood and Water Management Act 2012, you need consent from the London Borough of Hillingdon if you want to build or change a culvert or structure (such as a weir) that may obstruct the flow on any ordinary watercourses. Please contact the Flood and Water Officer at Hillingdon for further details.

S 106 issues

The FRA and the information provided in compliance with the discharge of that condition will cover issues raised by the EA under points 1-4 and 7. However the current FRA does not go far enough to deal entirely with points 5 &6 raised by the EA.

The issue is that the site as a whole is a substantial flood risk to the Rickmansworth Road, a busy road, should any of the drainage structures fail. Should this occur water will flow down the valley hitting a culvert underneath the road and potentially flooding the road.

Therefore under the S106 I would require further work to be undertaken including an assessment of and demonstration that:

5. In accordance with the NPPF, the 'residual risk' of flooding, should the system fail, be blocked or overtopped, and how that can be managed safely. i.e. should any drainage features fail such as the structures holding water back within the ponds, or if they are subjected to an extreme flood event. Surface water may be managed above ground in designated open areas and at shallow depths for events with a return period in excess of 30 years, but this should not put people and property at unacceptable risk.

6. The above may need to include an assessment of flood risk off site from the flow of water along 'ordinary watercourses', and the receptors of Rickmansworth Road.

SUSTAINABILITY OFFICER

Some information on protected species and bats was submitted to support the previous appeal. Based on this updated information, I have no objections subject to the following condition:

CONDITION

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.19 of the London Plan.

Energy

I have no objection to the proposed development with regards to energy subject to the following comments:

Condition

Prior to the commencement of development full details (including specifications) of the low and zero carbon technology required to meet the CO2 reductions set out in the Energy and Sustainability Statement (MES, 2 December 2014) shall be submitted to and approved in writing by the local planning authority. The details shall include roof plans and elevations for the proposed Photovoltaics. In addition, full details in relation to the size, maintenance and operation of the biomass plant shall be submitted. This information shall also include delivery, storage and management of biomass facility as well as the technical specifications as to how the development will connect to it. Full details of any other technologies shall also be submitted.

The development must proceed in accordance with the approved details and a monitoring report submitted to the Local Planning Authority quarterly for the first 5 years on completion of the development.

Reason

To ensure the reduction of CO2 in accordance with Policy 5.2 of the London Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

- Change of Use of existing buildings

The NPPF states that that re-use of buildings in the Green Belt, provided that the buildings are of permanent and substantial construction, is not inappropriate development within the Green Belt. Given the the west and east wings are of sound, solid and modern construction they are appropriate for reuse. Similarly, no objections are raised to the conversion of the

main house and stable block to residential use. Therefore in terms of national Green Belt policy, the conversion of these elements of the scheme to residential development in the form of a house and flats is acceptable in principle.

In addition to this, Local Plan part 2 Policy OL14 is relevant, as it states that the appropriateness of a scheme of conversion and/or alternative use of redundant rural buildings will be judged having regard to:

1. The effect of the building conversion and other development needed upon the character, appearance or setting of the building or area in which it is located is considered appropriate
2. Whether the proposed activity would disturb the amenities of the area; and
3. Accordance with policy OL1.

The main house and annex wings were last used as offices and as such was inappropriate development in the Green Belt. Comparing the impact on the Green Belt of the previous use with the proposed conversion of the main house, annexes and coach house for residential, the impact in terms of activity is considered to be comparable. Therefore, as the proposed use does not have a materially greater impact in terms of its use than the former use on the openness of the Green Belt, the proposed conversion is considered to be in accordance with Policy OL14.

Part 2 Policy H8 of the Local Plan states that the change of use from non-residential to residential will be permitted if:

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet a demand for such; and
- (iii) the proposal is consistent with other objectives of the Plan, having regard to the contribution of the existing use to those objectives.

The applicant has advised that the existing buildings have been vacant for over four years with every effort made to let them for office purposes but without success. In view of this there is considered to be no objection in principle to their conversion to residential use, in terms of Policy H8(ii). It is also considered that a satisfactory residential environment could be created for all of the future occupiers, whilst as stated below, the proposed scheme is not considered to be contrary to Green Belt policy as a result of the new buildings and extensions proposed. The scheme is therefore considered to accord with criteria (i) and (iii) of this policy.

· New Buildings

In terms of local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that:

"The Council will seek to maintain the current extent, "Any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test".

Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) restricts development of Green Belt land to predominantly open uses, whilst Policy 7.16 of the London Plan, adopted 2011, gives the strongest protection to the Green Belt in accordance with national guidance. That guidance is contained in chapter 9 of the National Planning Policy Framework (NPPF) which notes that the essential characteristics of Green Belts are their openness and permanence. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

New buildings are generally inappropriate, but subject to a number of exceptions set out in para 89 of the NPPF, including the limited infilling of previously developed land, provided it has no greater impact on the openness of the Green Belt, and the purposes of including land within it. To the extent that this is a less restrictive approach than UDP Policy OL1, it is entitled to greater weight by virtue of NPPF para 215. This view was shared by the Inspector in the appeal decision relating to the previous scheme. Although that scheme did not include the proposed lodges, the Inspector noted that similar lodges could be implemented under a 1985 planning permission.

The Inspector concluded that the proposals, (including the lodges) would not have a greater impact on the openness of the Green Belt, and having regard to the previously developed nature of the estate, would not further conflict with the purposes of including land within it. As such, the scheme would comply with the final bullet point in NPPF para 89 and would not amount to inappropriate development in the Green Belt. As the proposal does not amount to inappropriate development in the Green Belt, it follows that there is no need to establish whether very special circumstances arise, and there is no indication that the principle of the change of use and conversion of the property is otherwise inconsistent with the development plan.

The potential advantages of the proposal are also recognised, including the provision of 24 new dwellings, consistent with the NPPF objective to boost the supply of housing. It is considered that significant weight should be given to the introduction of a beneficial use of the property, which would be likely to secure the long term preservation of this heritage asset. In light of the afore mentioned appeal decision and the above mentioned considerations, no objections are raised to the principle of the new build element of the proposal.

- Extensions to existing buildings

Whilst alterations and extensions to existing buildings are not necessarily inappropriate development in the Green Belt, the NPPF makes it clear that this is on the proviso that such extensions or alteration are not disproportionate in relation to the size of the original building. Local Plan Part 2 Policy OL4 establishes criteria where replacement or extension of buildings within the Green Belt would be considered appropriate. It would need to be demonstrated that the proposed extensions would not have a detrimental effect on the visual amenity of the Green Belt.

In terms of bulk, case law indicates that any increase in size over 50% in floor area would be considered disproportionate. Normally the threshold used is the size of the building in 1948 or as first constructed if after 1948. It is noted that that the south-western part of the site was the subject of extensive greenhouse/dependency development from 1861 onwards. The development has been deliberately kept within the outline of the former kitchen garden area and there would be a considerable reduction in hardstanding areas in this location. In this case, it is considered that the massing and dispersal of the Conservatory and Garden Houses are not disproportionate in these terms and given the context of the wider estate, would not result in an increase in the built up appearance of the site. This aspect of the proposed development is therefore considered acceptable in Green Belt policy terms.

- Conclusion

In conclusion, there is no objection in principle to the conversion of existing buildings to

residential use, and it is not considered that the new buildings and extensions would result in a significant increase in the built up appearance of the site, or result in a reduction in the openness of the Green Belt. The new residential element is considered to be appropriate development in the Green Belt and The Mayor does not object to the the scheme on this basis. The proposal is acceptable in policy terms and the applicant does not need to demonstrate the very special circumstances to permit such a scheme in this location. The scheme is considered to comply with Part 2 Policy OL1 of Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan and the NPPF.

7.02 Density of the proposed development

The scheme would result in 24 dwelling units. The location of the scheme in the Green Belt would result in higher density development being inappropriate. No objections are therefore raised to the density of the proposed development in this case.

In terms of the mix of units, Policy H4 states that, wherever practicable, new residential developments should have a mix of housing units of different sizes, including units of one or two bedrooms. Policy H5 states that the Council will encourage the provision of dwellings suitable for large families. A mixture of 2, 3 and 4 bedroom apartments, the 8 bedroom mansion house and 3 and 4 bedroom houses is proposed and this mix of units is considered appropriate for the development.

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

The site does not fall within an archaeological priority area, conservation area or area of special character. However, the original house is grade II listed and dates from the late 18th century. Of particular relevance are Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building. In assessing the impact, there are two main issues: the impact of the conversion of the house and annexe and the impact on the setting of the listed building in terms of the location of the new buildings.

The application seeks to restore and bring back into beneficial use the listed building and other buildings and structures in the site. The applicant has submitted that it is only possible to produce a viable scheme by increasing the floorspace by approximately 9%. This is done in association with improvements in the landscape layout and restoration and repair of the main house.

The reversion of the main house back to a single residential occupancy and the conversion of the remaining buildings to residential use is considered acceptable in policy terms. It is noted that English Heritage and the Council's Urban Design/Conservation Officer raise no objections in this regard.

There is a small amount of demolition and new build. Around the forecourt, the buildings have been amended to relate more closely to the main house and the kitchen garden wall would be reinstated. This is not considered to adversely affect the listed building or its setting. By the removal of the glazed additions between the original manor house and the 1980's office annexe, the overall design is now considered to be more in keeping with the main house.

Although this application does not involve enabling development in the strict sense, the proposal does include an element of restoration of the main listed range. However, no information has been provided on the extent of the repairs, which is an issue the Planning

Inspector covered in some detail in his decision notice relating to the previous scheme. The Urban Design and Conservation Officer has therefore recommended a Conservation Management Plan for the house and gardens and a schedule of repairs to the house should be secured. It will be necessary to ensure that the house is restored and that the new houses and conversions are not occupied until all the agreed works on site have been completed. This would be more appropriately be secured by a S106 Agreement.

The Conservation Officer considers that subject to conditions and a legal agreement, the scheme is acceptable both in terms of the impact of the conversion of the house and annexe and in terms of the impact on the setting of the listed building, in accordance with Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

The proposal would not have any implications with regard to airport safeguarding.

7.05 Impact on the green belt

The most important attribute of Green Belts is their openness and the aim of preserving the openness of Green Belt land is reiterated in Local Plan Part 1 Policy EM2, Local Plan Part 2 Policy OL1, the London Plan and the NPPF.

At the recently concluded local inquiry for an almost identical scheme to the current application, the Inspector noted that whilst the semi-detached houses on the road frontage (the lodges) could not be construed as infill development, in other respects the proposals follow the pattern of the existing built form, by being set around a large courtyard.

The Inspector also took the view that there is a qualitative aspect to the assessment of openness, and particular regard is had to the location and form of the new buildings. The applicants indicate that the overall effect of the proposals would be to increase the floorspace on the site by about 9%.

The Inspector acknowledged that there are several negative aspects, including the fact that the new construction at Conservatory House and Orchard House would extend beyond the existing line of development around the courtyard, into land which is presently open. It is also the case that the rebuilding and extension of a garden wall to contain the courtyard would have some impact on openness. At present, that containment is mainly achieved by vegetation, rather than built form.

On the positive side, the Inspector noted that there would be the removal of an outbuilding, and a 30% reduction in the area of hard pavings. Whilst the pavings themselves have a limited effect, their use for car parking would have a significant impact on openness. A reduction in the potential number vehicles from an indicated figure in excess of 120, to the present proposal for approximately 40 spaces, would have a distinctly beneficial effect. Whilst residential use of the premises could lead to external paraphernalia and activity, there would be the potential to avoid the subdivision of the space into private gardens by fencing, and to exclude permanent structures and outbuildings, by the use of appropriate conditions

If the lodge building is excluded from the equation, then the additional floor space would amount to 2.6% of the existing accommodation. Whilst the extra built form would have some impact on openness, in light of the Inspector's decision, it is considered that this would be adequately balanced by the positive aspects of the scheme, and in particular the reduction in the quantity of parking areas. In addition, it is not considered that the residential use of the

premises would be inherently more harmful than the existing use as offices, which, if fully occupied, would have the potential to generate significant levels of activity.

With regard to the lodges, the previously refused scheme (the appeal proposal) did not include this element of the scheme. However, the Inspector noted that the applicant would not require planning permission for similar lodges under a 1985 planning permission. Due to the Inspector's decision, it is considered that the Council would be unable to successfully refuse either a separate planning application relating to the lodges, or the addition of the lodges (as amended) to the current application, on the grounds of impact on Green Belt openness. The Inspector stated that whilst the lodges could not be construed as infill development under paragraph 89 of the NPPF, he confirmed that the earlier scheme for the lodges although not exactly the same as the present proposal, would have had a similar impact on openness. The Inspector therefore found that the proposals, (including the lodges) would not have a great impact on the openness of the Green Belt.

There is scope for soft landscape enhancement and restoration, in the form of new and/or replacement planting within the proposed layout, which would mitigate against the built development. Should the proposed development be implemented, it is considered that this part of Green Belt land would continue to effectively fulfil its function of checking unrestricted urban sprawl, assist in safeguarding the countryside from encroachment, and preserve the setting and special character of historic importance, in compliance with Policy OL1 of Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 7.16 and the provisions of the NPPF.

7.06 Environmental Impact

The historic use of the site for residential and office uses is not considered to give rise to any issues relating to land contamination.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Saved Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

The site is relatively isolated and self contained. The impact of the development on the openness of the Green Belt and the restoration of the historic landscape have been dealt with elsewhere in this report.

7.08 Impact on neighbours

In relation to outlook, Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. In relation to sunlight, Saved Policy BE20 seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses.

There are no immediate neighbours within the vicinity of the proposed development.

As the development would be sited a sufficient distance away from adjoining properties, it is not considered that there would be any loss of amenity to surrounding occupiers, in

compliance with relevant Local Plan Policies and standards.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (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 and houses.

No details have been provided as to how the garden area will be used or divided. Nevertheless it is evident that the site benefits from substantial grounds and the site is not in an area of local open space deficiency. There is potential within the grounds for a dedicated young children's play area within the development. Details of this can be secured by condition in the event of an approval.

Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

FLOOR SPACE STANDARDS/OUTLOOK

The submitted plans and accommodation schedule indicate that the development achieves HDAS recommended floorspace standards and London Plan minimum space standards and that Lifetime Home Standards could be met for these units in terms of size.

Each of the units are considered to benefit from a reasonable level of outlook and light, in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

PRIVACY

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy.

The inward facing habitable courtyard windows serving the proposed flats in the two annex wings would only have a separation distance of 14 metres. However, it is proposed to install ariel windows angled so that there will be no direct overlooking across the courtyard. It is therefore considered that the design of the development would provide adequate privacy of future occupiers in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Of particular relevance to this application are Policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). Policy AM7 requires developments not to prejudice the free flow of traffic or conditions of highway/ pedestrian safety whilst AM14 set out the Council standards for car parking. The car-parking standard for flats/housing without curtilage parking is 1.5 spaces per dwelling maximum.

A Transport Assessment has been submitted as part of the application dealing with access, parking, traffic generation and public transport issues. Harefield Grove has a Public Transport Accessibility Level (PTAL) score of 1a (on a scale of 1 to 6 where 6 is excellent).

Access

The existing access from the site is adequate with good sight lines along Rickmansworth Road.

TfL has requested that improvements be made to the highway to create a continuous walking route to the site for access to buses in Harefield Village. This would entail the construction of a footway some 300 m long connecting the site entrance to the termination of the footway adjacent to the junction of Rickmansworth Road and Hall Drive. However, it is noted that there appear to be drainage ditches along both sides of this stretch of Rickmansworth Road and a considerable amount of vegetation would be lost as a result of the construction of the footway, to the detriment of the visual amenity of the area. Crucially, the Inspector in assessing an almost identical scheme, did not consider this to be a requirement, for what is in essence a conversion/restoration scheme.

Traffic Generation

The Council's Highway Engineer raises no objection to the scheme with respect to traffic generation. On this basis, the proposal is considered to be in accordance with Local Plan Part 2 Policy AM7.

Parking

The Council's standards allow for a maximum provision of 2 spaces per dwelling and 1.5 spaces per flat, a total of 36.5 spaces in this case. The application proposes a total of 44 parking spaces. The level of parking provision equates to 1.82 parking spaces for each flat, assuming 2 spaces are set aside for the house. This exceeds the maximum London Plan and Council standards. TfL requires that the applicants reduce the number of car parking spaces, as the current proposals do not comply with the London Plan policy 6.13. TfL also requires the applicant to provide Electric Vehicle Charging Points (EVCPs), in order to be compliant with London Plan Policy 6.13. 20% of parking spaces should be active and a further 20% should be passive provision. These issues can be secured by a condition, in the event of an approval.

In terms of disabled parking, the applicants have now included blue badge holder parking spaces as part of its proposals. The number of accessible units/spaces can be secured by a condition, in the event of an approval.

Cycle Parking: It is noted that 22 cycle parking spaces are proposed. The Mayor considers that this should be increased in order to be compliant with London Plan policy 6.9. This can be secured by a condition, in the event of an approval.

Travel Plan / Public Transport

A Framework Travel Plan has been submitted to reduce reliance on private motor car and promote sustainable travel. However, the development falls below the TfL threshold of development requiring a Travel Plan.

In terms of public transport accessibility, TfL has requested that discussions be initiated with Hertfordshire County Council and/or Red Rose Travel regarding the possibility of providing an additional bus stop close to the site entrance, for route R21 services already operating on

Rickmansworth Road. However, the Inspector in assessing an almost identical scheme, did not consider this to be a requirement.

Conclusion

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions, in the event of an approval.

7.11 Urban design, access and security

SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas.

7.12 Disabled access

DISABLED ACCESS

The submitted plans and accommodation schedule indicate that the development achieves HDAS recommended floorspace standards and that Lifetime Home Standards could be met for these units in terms of size. However, no details have been submitted in respect of compliance with with London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010. The Design and Access Statement is considered inadequate in this regard.

The applicant has identified 3 ground floor units in the annex and Coach House which would be Wheelchair Accessible/Adaptable Units. However, no details have been submitted to demonstrate compliance with the Lifetime Home Standards for the remaining units. However, it is noted that all units apart from 2 flats in the stable block would be accessible from ground floor or by lift.

It is accepted that it may not be feasible or desirable to incorporate all the lifetime home standards into all aspects of the proposal, without harming the historic significance of the buildings and site. However, there is no reason why most of the criteria cannot be achieved for all the units, whilst full Lifetime Homes Standards should be a achieved for the new build elements of the proposal. It is recommended that a condition be imposed to that effect. Subject to this condition the proposal is considered to accord with to London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. If less than 35% affordable housing is proposed, any application will need to be supported by a financial viability appraisal (FVA).

It should be noted that at the recent Local Inquiry for an almost identical scheme on this site, the Inspector found that there was a clearly established need to contribute to the provision of affordable housing, and the appellants' case did not adequately establish that the sum offered for this purpose was the maximum commensurate with the commercial viability of the

project. This was a matter of sufficient importance to justify dismissal of the appeal.

In the case of the current application, the applicant has submitted a financial appraisal which has been independently assessed. As a result of the additional CIL costs, the development can no longer afford to provide any affordable housing, or any in-lieu payments for off-site provision. It is however recommended that the scheme be subject to an affordable housing review mechanism, which could be secured by a S106 Agreement, in the event of an approval.

7.14 Trees, landscaping and Ecology

LANDSCAPE ISSUES

Saved Part 2 local Plan Policies OL1 and OL2 address Green Belt issues and the need to retain and enhance the existing landscape to achieve enhanced visual amenity and open land objectives. Policy OL15 seeks to protect the landscape of countryside conservation areas from development and or activities which would detract from the special character of these landscapes. Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

An Historic Landscape Survey & Analysis was submitted in support of the application. This document provides a detailed chronology of Hartefield Grove, an analysis of the core of the site around the house, summary of the landscape development phases, description of the context and setting, a selection of views, an analysis of core features and their landscape significance and, finally, an assessment of the level of significance of landscape features within the site.

The applicant has submitted that conservation gain is a priority, to enhance the particular late C19 and high quality character of the landscape which has been allowed to dissipate somewhat in institutional use. It is proposed to restore various aspects of the whole garden to its late C19 appearance, when it was most fully developed and highly maintained as a gentleman's residence, but before the additions of the early C20 which are of lesser importance. The whole garden requires a detailed approach to restoration, management and maintaining the planting, structures and water bodies in good condition. A conservation management plan will be drawn up based on the accompanying 'Hartefield Grove: Historic Landscape Survey & Analysis'.

The Appraisal of Effect of Proposals on Historic Landscape considers the purpose and significance of the main development area (kitchen garden), the effect of development on the historic landscape, mitigation proposals and the conservation gain. The report considers the design rationale behind the location of the new buildings and additions to existing structures in the kitchen garden area to the south of the house and stables. The effect on the design and fabric of the development area is considered overall to have an acceptable effect. The report concludes that the effect on existing planting and on the rest of the landscape is also acceptable. The report describes the mitigation proposals. The appraisal report itemises the associated activities which will contribute to the conservation gain. Fifteen items are identified which are intended to restore the historic character of the site. The first item is to prepare and implement a landscape conservation management plan for the whole site. This is followed by a list of discrete projects affecting the built and soft features in the landscape.

Conservation gain will be derived from the following associated activities which are intended

to restore the historic character of the site in key areas.

1. Implement a landscape conservation management plan for the whole site.
2. Remove large car park in kitchen garden.
3. Reinststate the kitchen garden wall as close to the late C19 line as possible.
4. Remove late C20 outbuilding west of 'stables'.
5. Restore gardener's cottage to its Picturesque appearance
6. Reinststate the kitchen garden layout to late C19 formal design and plant with trained fruit trees.
7. Reinststate the circuit walk as far as possible (see Fig. 20 of my main report) with some diversion at the south and east sections where property ownership precludes this.
8. Restore views to the park to the north and east by selective removal of woody planting at perimeter of pleasure ground.
9. Overhaul and clean out lower lake and cascade.
10. Repair & restore swimming pool to south-west of mansion, now in very poor condition.
11. The conservatory (which appears to have been rebuilt to some degree) attached to Conservatory House on the east side of the kitchen garden will evoke the style of the glasshouses shown in the 1886 Gardening World engraving.
12. The surviving stretch of garden wall north of the conservatory will be reinstated as part of the kitchen garden enclosure.
13. The implement shed west of the kitchen garden is incorporated in the Garden House.
14. Improve screening and reduce visual impact of late C20 wings attached to south of mansion, when seen from the garden, using climbers (including Virginia creeper already present) and woody planting.

The Design & Access Statement confirms that the landscape analysis will be implemented as part of the scheme. This is re-inforced by reference to the four landscape features landscape features which it is proposed to retain and restore. These projects include: the re-instatement of the original vehicular link to the front of the main house, the retention and re-inforcement of the circuit walk giving access to the gardens, the retention and emphasis of the former kitchen gardens and the retention and repair of the water features.

A tree survey, updated in August 2013, has been prepared in accordance with BS5837:2012. The surveyor notes that no topographic survey was available at the time of the tree survey and, therefore, the tree positions and crown spreads were assessed by eye and are to be regarded as indicative only.

The survey assesses the condition and quality of 42 individual trees and 17 groups of trees which are close to, or associated with, the areas affected by the development proposals, namely: the site entrance, driveway and car park, and the existing / proposed buildings. The survey indicates that there are 7 individual trees which are A rated, 29 trees/groups which are B or B/C rated, 16 C grade and 7 trees which are R graded (whose removal is justified in the interest of good management).

The Tree and Landscape Officer raises no objection to the proposed selective removal of trees associated with the main house and offices. Similarly no objections are raised to the conversion of the existing buildings and restoration of the historic landscape features, as identified in the historic appraisal.

Landscape conditions are recommended, to provide suitable details to preserve and enhance the historic setting of the estate. In addition, a Landscape Conservation, Restoration and Management Plan, including detailed proposals, long term design

objectives, protection of the woodland areas, management responsibilities, maintenance and measures to eradicate and control Japanese Knotweed and Giant Hogweed are recommended to be secured by a S106 legal agreement.

ECOLOGY

Saved Part 2 local Plan Policy EC1 states that the local planning authority will not permit development which would be unacceptably detrimental to designated local nature reserves and other nature reserves. If development is proposed on or in the near vicinity of such sites, applicants must submit an ecological assessment where considered appropriate by the local planning authority to demonstrate that the proposed development will not have unacceptable ecological effects.

Saved Part 2 local Plan Policy EC3 requires proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites on changes in the water table and of air, water, soil and other effects, which may arise from the development.

Saved Policy EC5 of the plan seeks the retention of certain on-site ecological features.

The Ecology report recommends that landscape proposals include the use of native species and exclude ornamental species. However, there will be a requirement for both native and ornamental species on this site, the selection of which should be appropriate to the design and location on site. Many non-native species contribute to biodiversity, providing habitat and food for ecosystems and, conversely, many native indigenous species are unattractive as garden plants.

A Great Crested newt (GCN) survey was carried out, the results of which are contained in a Great Crested Newt Report, which confirm that the ornamental pond present on the site supports GCNs. The majority of the newts were found to be sheltering under the paving slabs around the edge of the pond and the population has been assessed to be low or low/medium. Other species of amphibians, namely smooth newt and common frog, were also recorded within the ornamental pond as well as within the other water bodies present within grounds. Although the ornamental pond will not be directly affected by the development proposals, due to the proximity of the pond, a number of working controls have been suggested to prevent any impact on GCNs or their habitat.

A range of mitigation and enhancement measures have also been suggested and if fully implemented would maintain the population of GCNs present on the site at current levels and potentially increase their population in the long term, as well as benefit other species of wildlife utilising the site.

In addition, a range of generic mitigation/enhancement measures are to be implemented where practicable, to increase the nature conservation value of the site in the long term, in accordance with National Planning Policy Framework (2012).

The Ecology report notes that there Japanese Knotweed and Giant Hogweed are present on the site. The eradication of these non-native invasive species together with the appropriate protection of the woodland areas (non-statutorily designated SINCs) could be secured through the Conservation Management Plan.

Natural England advise that the proposal is unlikely to affect any statutorily protected sites

or landscapes. The Council's Sustainability Officer raises no objections on ecological grounds, subject to a condition requiring the submission and implementation of an ecological enhancement scheme, in order to ensure the development contributes to ecological enhancement

Overall, it is considered that the detail provided in the ecological reports and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

SUSTAINABLE WASTE MANAGEMENT

With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins of 1:10 + 1 per waste stream as a minimum. The details of these facilities can be secured by a condition, in the event of an approval.

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 40% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan now requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

A Sustainability Statement was initially submitted in support of the application, which assessed the development against Building Regulation 2010. The Mayor in his Stage 1 report requested that further information be submitted in respect to energy, as the report did not relate to 2013 Building Regulations. A revised Energy Statement has therefore been submitted to address this issue.

A number of sustainable features have been incorporated into the proposed development, including a range of passive design features and demand reduction measures to reduce carbon dioxide emissions. Both air permeability and heat loss parameters will be improved beyond Building Regulations compliant development, whilst mechanical ventilation with energy efficient lighting is also proposed.

In terms of district heating, it is accepted that the development will be unable to connect to area wide district heating scheme. However, it is proposed to install a site heat network that will serve the 13 flats attached to the Mansion House and the 4 flats in the clock tower

(stable block). The Mayor considers that this is an acceptable strategy. The applicant has also investigated the feasibility of CHP. Due to the scale of the development and intermittent nature of the load CHP, is not considered to be a viable option.

In terms of renewable energy technologies, the applicant has investigated a range of options and is proposing to install ground source heat pumps for the three new build/reinstated properties and biomass boiler to provide heating and domestic hot water to the site heat network. A reduction of 46.9 tonnes of regulated CO₂ emissions per annum will be achieved through this latter element of the energy hierarchy. This is equivalent to an overall savings of 43% compared to a 2013 Building Regulations compliant development. This falls above the 40% carbon dioxide reduction targets set out in the London Plan Policy 5.2.

The Council's Sustainability Officer raises no objections to the proposed development subject to a condition requiring a detailed energy assessment demonstrating how the development can meet the requirements of Policy 5.2, by reducing CO₂ emissions by at least 40%. The assessment shall include the baseline energy demand and related carbon emissions, energy efficiency measures and details of the renewable energy technology to be used.

Subject to this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted Nov. 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Saved Policies OE7 and OE8 of the Local Plan Part 2 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

A Flood Risk Assessment (FRA) has been submitted as part of the application taking into consideration the principles of the NPPF and other relevant regional and local policies. The FRA seeks to demonstrate that the conversion work proposed on the site and the flood risk implications could be managed on site through sustainable design due to the size of the site.

However the Council's Flood and Drainage Officer considers that the existing arrangements of drainage across the site, including the use of number of existing ponds which hold water back, the structural soundness of these and their management, do pose a potential flood risk to the surrounding area, which has not been assessed. Some implications of flooding that could affect the proposed housing are detailed within the FRA and mitigation has been proposed, such as the implementation of a cut off ditch, to reduce the risk to the new homes.

The Environment Agency (EA) have made a number of recommendations which are summarised below:

1. Peak discharge rates from site should not increase as a result of the proposed development, up to a 1 in 100 chance in any year including an allowance for climate change storm event.
2. Storage volumes required on site to control surface water for all events up to a 1 in

100 chance in any year including an allowance for climate change storm event should be provided.

3. The site should not flood from surface water up to a 1 in 100 chance in any year including an allowance for climate change storm event, or that any surface water flooding can be safely contained on site up to this event.

4. Demonstration of how the Sustainable Drainage Hierarchy has been followed and SuDS techniques

will be used with any obstacles to their use clearly justified.

5. The residual risk of flooding should be managed safely should any drainage features fail including pumps or if they are subjected to an extreme flood event.

6. An assessment of flood risk associated with 'ordinary watercourses' may also be necessary

7. Full calculations, topographic surveys, ground investigation, management plans and maintenance schedule including standards and the detail of any legal bodies responsible for maintenance should be provided.

The Flood and Drainage Officer considers that details contained in the FRA deal with issues raised by the EA under points 1-4 and 7 above. However the current FRA does not go far enough to deal entirely with points 5 & 6.

The issue is that the site as a whole potentially poses a substantial flood risk to the Rickmansworth Road, should any of the on site drainage structures fail. Should this occur, water will flow down the valley hitting a culvert underneath the road and potentially flooding the road. Therefore the Flood and Drainage Officer recommends that detailed surveys of the current standard of the drainage structures on site should be carried out, and a management and maintenance plan be secured, to ensure that these structures will be managed, and blockages cleared. These measures should be secured by a S106 Agreement.

In addition a condition is recommended for the submission and implementation of a scheme for the provision of sustainable water management, including a demonstration of how the surface water is controlled and managed on site, following the strategy set out in Flood Risk Assessment and for the incorporation of sustainable urban drainage.

Subject to this condition and the S106 Agreement, it is considered that scheme will have satisfactorily addressed flooding and drainage issues, in compliance with Policies OE7 and OE8 of the Hillingdon Local Plan Part 2 saved UDP Policies and 5.13 and 5.15 of the London Plan.

7.18 Noise or Air Quality Issues

NOISE

The noise source from the Biomass Boiler & Plant Store have not assessed. Further information is required in order to ensure that the plant room and residential dwellings can co-exist alongside each other without detriment to residential amenity. This can be dealt with by condition in the event of an approval.

AIR QUALITY

The site does not fall within an quality management area. The London Air Quality Strategy requires Local Authorities to carefully scrutinise the use of biomass units in relation to their impacts on air quality. It is not clear at this stage whether the use of a small scale biomass

boiler would need to have pollution abatement technology fitted. This matter could be covered by condition in the event of an approval..

7.19 Comments on Public Consultations

The comments received are noted and the issues raised have been addressed within the relevant sections of the report.

7.20 Planning obligations

Policy R17 of the Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i) Conservation Management Plan in accordance with English Heritage guidance, to secure the long term management and maintenance of the house
- (ii) A repairs methodology and schedule of repairs for the main house;
- (iii) Legal provisions to secure the appropriate phasing and completion to requisite standards to ensure that the listed house, outbuildings and landscape are restored and that the new houses/ conversions are not occupied until all the works (other than soft landscaping to be planted in the appropriate planting season) on site have been completed.
- (iv) A Landscape Conservation, Restoration and Management Plan, including detailed proposals, long term design objectives, protection of the woodland areas, management responsibilities, maintenance and measures to eradicate and control Japanese Knotweed and Giant Hogweed.
- (v) A management plan for the new houses including restrictions on the erection of walls, fences, or other structures or associated works, including the painting of elevations, changes to fenestration, and the installation of satellite dishes and photovoltaic cells.
- (vi) Detailed surveys of the current standard of the drainage structures on site, and a management and maintenance plan to ensure that these will be managed, and blockages cleared.
- (vii) Affordable Housing review mechanism.

The applicant has agreed to these proposed Heads of Terms, which are to be secured byway of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

By reverting to the original residential use, the heritage asset will be given a more assured

future, after several years of uncertainty and neglect. Improvements to the landscape of the site and a new use would ensure the repair and long term reuse of the listed structures are secured.

A limited amount of new development is proposed. However, it is not considered that this would result in a significant increase in the built up appearance of the site, or result in a reduction in the openness of the Green Belt, having regard to the previously developed nature of the estate. The proposal is therefore considered acceptable in principle on both Green Belt and Heritage grounds.

Good environmental conditions can be achieved for future occupiers, whilst highway, noise and air quality impacts have been satisfactorily addressed.

Adequate mitigation is proposed, to ensure that there would be no adverse impact on protected species and/or local wildlife in the area.

Subject to compliance with conditions, it is considered that the scheme can satisfactorily drainage and flood related issues, the mitigation and adaptation to climate change and minimising carbon dioxide emissions.

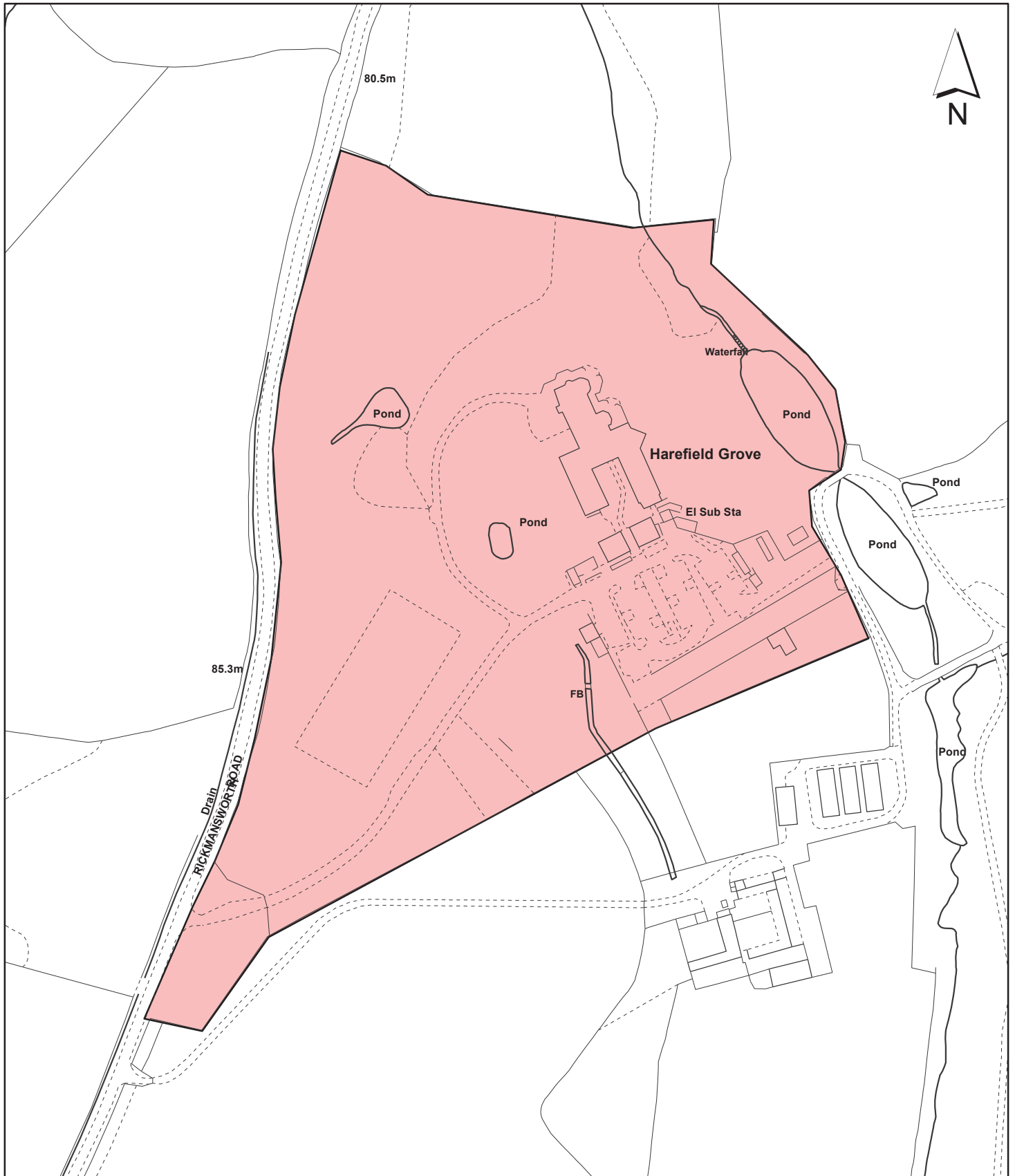
It is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

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Notes

 Site boundary

For identification purposes only.
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Site Address

**Harefield Grove
 Rickmansworth Road
 Harefield**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

28301/APP/2013/3104

Scale

1:2,500

Planning Committee

Major Page 101

Date

March 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

- Address** HAREFIELD GROVE RICKMANSWORTH ROAD HAREFIELD
- Development:** Conversion of majority of historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall, retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement and reinstatement of former entrance lodge as two dwelling units. (Listed Building Consent Application amended).
- LBH Ref Nos:** **28301/APP/2013/3105**
- Drawing Nos:** HG-00 Rev G Proposed Masterplan
SLP-00 Site Location Plan
00-MHEWW-01 Existing Ground Floor Pla
00-MHEWW-02 Existing Lower Ground Floor Plan
00-MHEWW-03 Existing First Floor Plan
00-MHEWW-04 Existing Second Floor Plan
00-MHEWW-05 Existing Roof Plan
00-MHEWW-06 Existing Northeast & Southwest Elevations
00-MHEWW-07 Existing Northwest & Southeast Elevations
20-MHEWW-09B Proposed Ground Floor Plan
20-MHEWW-10A Proposed Lower Ground Floor Plan
20-MHEWW-11B Proposed First Floor Plan
20-MHEWW-12A Proposed Second Floor Plan
20-MHEWW-13A Proposed Roof Plan
22-MHEWW-14A Proposed Northeast & Southwest Elevations
22-MHEWW-15A Proposed Northwest & Southeast Elevations
22-MHEWW-16A Proposed Northwest & Southeast Elevations
00-SB-01 Stables Existing
00-SB-02 Stables Existing
20-SB-03 Stables proposed plans
22-SB-04 Stables proposed elevations
00-CHR-01 Existing Cottage House
20-CHR-02B Proposed Cottage House
00-CH-00 Existing Conservatory House
00-MHEWW-08 Existing Setions A-A and B-B
00-GH-00 Existing Garden House
20-GH-01A Proposed Garden House
20-CH-01A Proposed Conservatory House
20-OH-01A Proposed Orchard House
20-ELH-01 Proposed Entrance Lodge House
Proposed View of Forecourt from Northeast
HISTORIC LANDSCAPE SURVEY JANUARY 2011

Planning Statement

Date Plans Received: 21/10/2013

Date(s) of Amendment(s):

Date Application Valid: 29/10/2013

1. CONSIDERATIONS

1.1 Site and Locality

Harefield Grove comprises a Grade II listed building set in landscaped grounds of approximately 7.82ha, accessed from a driveway off Rickmansworth Road, some 0.5 miles to the north of Harefield Village. The house is included on the English Heritage Buildings at Risk Register. The original house is an early 19th Century building which was extended in the latter part of the 19th Century and more recently in the 1980's. Up until approximately four years ago it was used as offices. There is an existing freestanding re built stable block adjacent to the main building which is also included in the listing description. To the south of the buildings is a car parking area accommodating some 123 spaces.

In addition, there are a number of minor structures, a conservatory, store and gardener's cottage within the curtilage of the house. The pre 1948 structures will be considered as listed. The house has a parkland setting, although the current garden is considerably reduced from its original form. There are a number of garden features, a lake with cascade, pathways and good trees that survive within the site.

The entire site is located within the Metropolitan Green Belt. The site forms part of Nature Conservation Sites of Metropolitan or Grade I and II Importance and falls within a Countryside Conservation Area. The site has a Public Transport Accessibility Level of 1a, on a scale of 1 to 6 where 1 represents the lowest level of public accessibility. The site is also covered by Tree Preservation Order No. 1.

1.2 Proposed Scheme

Listed Building Consent is sought for internal and external alterations to the listed building and associated curtilage structures in connection with a scheme for the conversion of majority of historic main house into single dwelling unit; alteration and conversion of existing glazed link including east and west wings and southern part of main house into 13 residential flats; conversion of the Stable Building into 4 self-contained flats.

In addition, the development proposals, which are subject to a separate application on this agenda include; reinstatement of the entrance lodge house as 2 dwelling units, retention

and refurbishment of the Cottage House, conversion and extension of the existing conservatory and adjacent building into a single dwelling unit; conversion and extension of the southern outbuilding into a single dwelling house with a garage, construction of a new house with garage to the south east; demolition of the glazed link and canopy, including an out building to the south and restoration of historic landscape, including restatement of a historic garden wall.

1.3 Relevant Planning History Comment on Planning History

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 26th November 2013

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

EXTERNAL

The application has been advertised as a development that could affect the character and appearance of Harefield Grove (Grade 2 listed building).

One letter has been received quoting this application number. However, the issue raised (development in the Green Belt) relates to the associated planning application elsewhere on this agenda.

ENGLISH HERITAGE

You are hereby authorised to determine the application for listed building consent as you think fit. In doing so English Heritage would stress that it is not expressing any views on the merits of the proposals which are the subject of the application.

English Heritage had previously provided advice on the development proposals for the site. Whilst our advice at that time recommended consideration should be given to a greater degree of visual separation between the listed building and the 1980's office block, we recognise the planning inspector's assessment that the revised proposals for this element of the scheme is a reasonable compromise.

HAREFIELD VILLAGE CONSERVATION AREA ADVISORY PANEL

The Panel had no objections to the proposals and urged that approval to this application is granted without further delay. This would assist in ensuring that the deterioration of the existing listed and other buildings to be retained can be minimised as much as possible. Planning conditions can be applied as necessary to ensure so that the quality of the restorations, conversions, alterations and additions can be strictly controlled as possible. This will help to achieve standards to match those achieved at Breakspears on the Breakspear Road, Harefield.

INTERNAL

URBAN DESIGN AND CONSERVATION OFFICER

I've been back through the documents and these appear to be close to those seen and supported on design grounds at the Public Inquiry. Whilst I did not obtain a number of the revisions I asked for originally, the scheme is generally acceptable in listed building terms. Ideally, I would have liked to have seen a Heritage Statement that covered the significance of the house in some detail, as it is, the information we have seems to focus on the gardens and the setting of the house. In addition, we still have no information on the extent of the repairs, which is an issue the Planning Inspector covered in some detail in his decision notice. This would seem critical to agreeing the financial contributions associated with the scheme and affordable housing contribution.

If agreement is reached on this matter, then we need to secure a S106 Agreement to provide a Conservation Management Plan for the house and gardens and a schedule of repairs to the house. The latter we might be able to seek via a condition if you are so minded. We also need to ensure that the house is restored and that the new houses/ conversions are not occupied until all the works on site have been completed. I note a condition that covers this, but I doubt whether this would be strong enough on its own.

(Officer comment: The Conservation Management Plan has been dealt with under the associated planning application).

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE10 Proposals detrimental to the setting of a listed building

BE11 Proposals for the demolition of statutory listed buildings

BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

LPP 7.8 (2011) Heritage assets and archaeology

NPPF12 NPPF - Conserving & enhancing the historic environment

5. MAIN PLANNING ISSUES

The site does not fall within an archaeological priority area, conservation area or area of special character. However, the original house is grade II listed and dates from the late 18th century. Of particular relevance are Saved Policies BE8, BE9, BE10, BE11 and BE12 of the

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). These seek to ensure that any development involving listed buildings or curtilage structures does not have any detrimental impact on the overall value of the structure or building.

The application seeks to restore and bring back into beneficial use the listed building and other buildings and structures in the site. The applicant has submitted that it is only possible to produce a viable scheme by increasing the floorspace by approximately 9%. This is done in association with improvements in the landscape layout and restoration and repair of the main house.

The reversion of the main house back to a single residential occupancy and the conversion of the remaining buildings to residential use is considered acceptable in policy terms. It is noted that English Heritage and the Council's Urban Design/Conservation Officer raise no objections in this regard.

There is a small amount of demolition and new build. Around the forecourt, the buildings have been amended to relate more closely to the main house and the kitchen garden wall would be reinstated. This is not considered to adversely affect the listed building or its setting.

By the removal of the glazed additions between the original manor house and the 1980's office annexe, the overall design is now considered to be more in keeping with the main house. It is noted that English Heritage has now revised its comments regarding the visual separation between these elements of the scheme, having recognised the planning inspector's assessment on the previous scheme, that the revised proposals are a reasonable compromise.

Although this application does not involve enabling development in the strict sense, the proposal does include an element of restoration of the main listed range. However, no information has been provided on the extent of the repairs, which is an issue the Planning Inspector covered in some detail in his decision notice relating to the previous scheme. The Urban Design and Conservation Officer has therefore recommended a Conservation Management Plan for the house and gardens and a schedule of repairs to the house should be secured. It will be necessary to ensure that the house is restored and that the new houses and conversions are not occupied until all the agreed works on site have been completed. This would be more appropriately be secured by a S106 Agreement. There is a S106 Agreement proposed that covers such issues as part of the planning report for application ref:28310/APP/2013/3104 also on this committee agenda.

The Conservation Officer considers that subject to conditions and a legal agreement, the scheme is acceptable both in terms of the impact of the conversion of the house and annexe and in terms of the impact on the setting of the listed building, in accordance with Saved Policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

6. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC Making good damage

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within 6 months of the works being completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

2 NONSC Opening up - approved drawings

Unless specified on the approved drawings, the Local Planning Authority's agreement must be sought for the opening up of any part of the interior of the building.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 NONSC Recording

No development shall take place within the application site until the developer has secured the implementation of a programme of recording of the standing buildings and structures up to English Heritage Level 4. Copies of these documents to be provided to the Planning Department, English Heritage and the Local History Library

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 NONSC Internal joinery

Details of the new internal joinery at a scale of 1:10, 1:5 or to full scale as appropriate, and confirmation of the location of re-used features, such as internal doors, shall be submitted to and approved in writing by the Local Planning Authority, prior to the start of this element of the work and such details as are approved shall be implemented.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 NONSC Details of works / samples

Details of the works, including scale drawings, method statements and samples as appropriate, shall be submitted to and approved in writing by the Local Planning Authority, prior to the start of the relevant work related to the following:

- a) Repairs to plasterwork at second floor level and within staircase enclosure
- b) Repairs to internal and external joinery
- c) Fire and soundproofing works
- d) Details of the construction and materials of the new windows, doors, roof lights and dormer windows
- e) Samples of slates for roofing works

- f) Details of lift over run
- g) Position, size and detailing of altered or new doorways, within the original house and between the original building and new extension
- h) Repair works to existing garden walls

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Details of vents, pipes, ducting

Details of the following, including scale drawings, manufacturers information and samples where appropriate, shall be submitted to and agreed by the Local Planning Authority in conjunction with English Heritage, before the commencement of the relevant part of the works:

- a) Soil vent pipes including terminating features, rainwater down pipes (cast iron and lead) and hopper heads
- b) Ducts, cabling, flues, heat pumps and other services
- c) Communications and information technology equipment and security devices.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Details of retaining walls, balustrades, lightwells

Details of the design, materials and construction of the following shall be submitted to and agreed by the Local Planning Authority, before the commencement of the relevant part of the works:

- a) Retaining walls, balustrades steps and boundaries to the terraced areas adjacent to the house
- d) Details of lightwells, finish to walls and railings

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 NONSC Occupancy restriction

No part of the new residential development shall be occupied until the works to Harefield Grove are completed to the satisfaction of the Local Planning Authority.

REASON

To ensure that any enabling works are related to the proper repair and conversion of the Listed Building and that the historic asset is protected, in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC Protection of internal features

Precautions shall be taken to secure and protect the interior features against accidental loss or damage, or theft during the building work. Details shall be submitted to and approved by the Council as Local Planning Authority before works begin on site, and the

relevant work carried out in accordance with such approval. No such features shall be disturbed or removed temporarily or permanently except as indicated on the approved drawings or with prior approval in writing of the Local Planning Authority.

REASON

In order to safeguard the special architectural or historic interest of the building, in compliance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Matching materials

All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON

In order to safeguard the special architectural or historic interest of the building, in compliance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Retention of doors

All historic / traditionally constructed doors shall be retained in their original position, or as agreed by this permission, unless otherwise agreed in writing by the Local Planning Authority,

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Internal walls

Detail drawings at a scale of 1:10, or as appropriate, should be submitted to and approved by the Local Authority showing how any new walls will scribe around existing mouldings, cornices, skirtings and window mullions etc.

REASON

In order to safeguard the special architectural or historic interest of the building, in compliance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Excavation methodology

A written methodology statement for the excavation of lightwells shall be agreed in writing with the Local Authority prior to commencement, along with details of an archaeological watching brief for these works.

REASON

In order to safeguard the special architectural or historic interest of the building, in compliance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

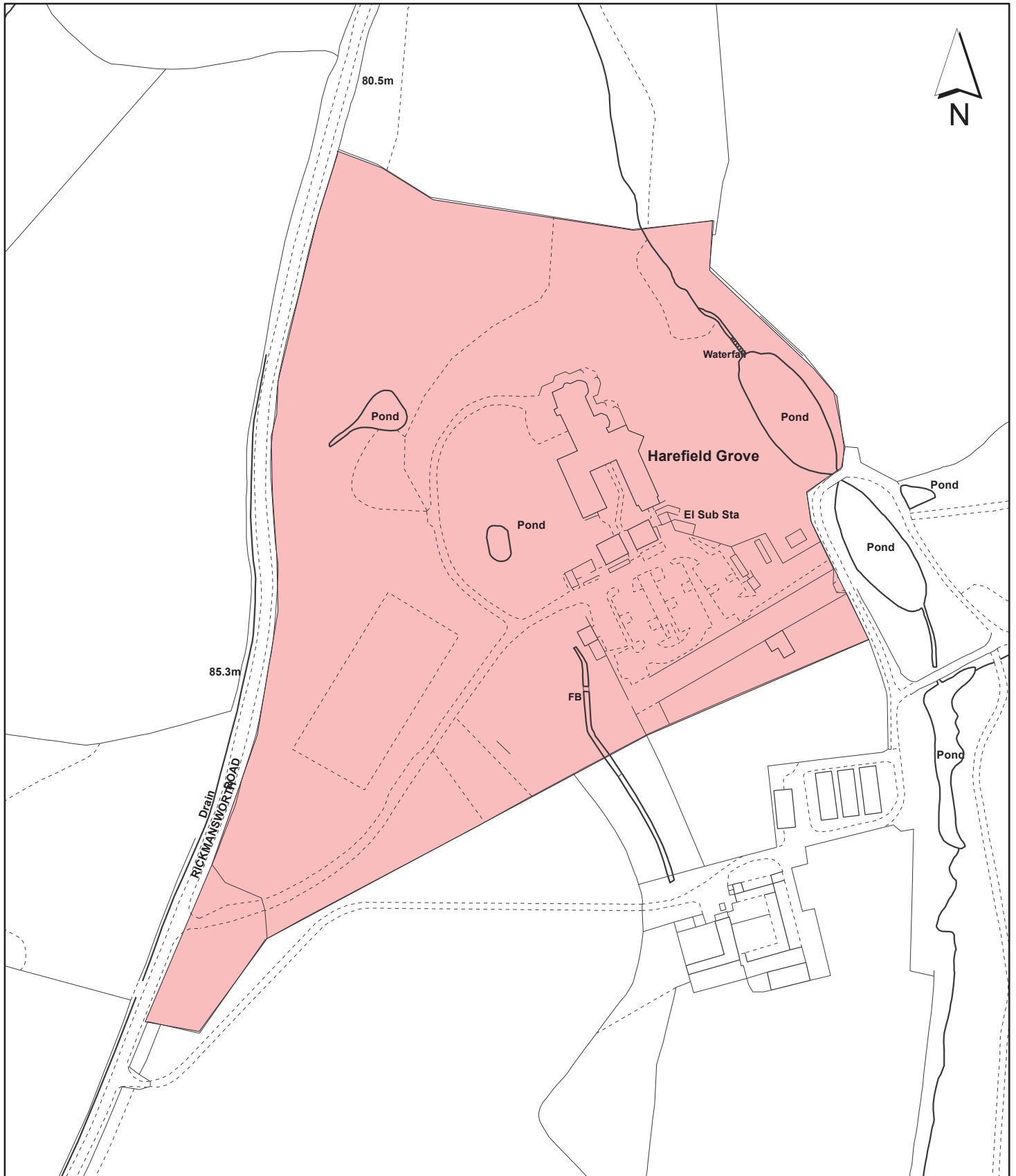
INFORMATIVES

- 1 The decision to GRANT Listed Building Consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to GRANT Listed Building Consent 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 (July 2011) and national guidance.

- BE10 Proposals detrimental to the setting of a listed building
- BE11 Proposals for the demolition of statutory listed buildings
- BE12 Proposals for alternative use (to original historic use) of statutorily listed building
- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions
- LPP 7.8 (2011) Heritage assets and archaeology
- NPPF12 NPPF - Conserving & enhancing the historic environment

Contact Officer: Karl Dafe

Telephone No: 01895 250230



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Planning Committee

Major Page 112

Date

March 2015



HILLINGDON
 LONDON

Agenda Item 8

Report of the Head of Planning, Sport and Green Spaces

- Address** NORTHWOOD SCHOOL POTTER STREET NORTHWOOD
- Development:** Demolition of the existing Northwood School buildings and facilities and erection of a new three-storey six form of entry secondary school and single storey sports hall with associated facilities including playgrounds; sports pitches; car parking; landscaping; the creation of a pupil pick-up/drop-off area with access via Pinner Road; the provision of a secondary vehicular access via Potter Street; and ancillary development.
- LBH Ref Nos:** 12850/APP/2014/4492
- Drawing Nos:**
- PL002 Rev.C (Location & Site Plan)
 - PL003 Rev.B (Site Survey)
 - PL006 Rev.C (Proposed Ground Floor Plan)
 - PL007 Rev.C (Proposed Ground Floor Plan - Sports Hall)
 - PL008 Rev.C (Proposed First Floor Plan)
 - PL009 Rev.C (Proposed Second Floor Plan)
 - PL010 Rev.C (Proposed Roof Plan)
 - PL011 Rev.C (Proposed Elevations)
 - PL012 Rev.C (Sports Hall Elevations)
 - PL013 Rev.B (Proposed Street Elevations)
 - PL014 Rev.C (Proposed Sections - Sheet 1)
 - PL015 Rev.B (Proposed Sections - Sheet 2)
 - PL017 Rev.B (Sports Hall - Section)
 - LLD778/01 Rev.07 (Landscape Masterplan Strategy)
 - PL004 Rev.D (Proposed Site Layout)
 - PL005 Rev.C (Tree Survey & Retention Plan)
 - Bat Tree Inspection Report prepared by The Ecology Consultancy dated January 2015
 - PL111 Planning Statement prepared by Hunters South Architects dated 19/12/14 (Rev.B)
 - PL112 - Transport Assessment prepared by Robert West dated December 2014
 - PL113 - Energy & Sustainability Statement prepared by Rolton Group Ltd dated 05/02/15
 - PL114 - Flood Risk Assessment prepared by Robert West dated 17/12/14
 - PL115 - Utilities Assessment prepared by Rolton Group Ltd dated December 2014
 - PL116 - Tree Survey Report prepared by Patrick Stileman Ltd dated 22/07/14
 - DS28051401.02 (Tree Constraints Plan)
 - DS28051401.01 (Tree Survey Plan)
 - A-03.12 (Ground Floor Plan 3 of 8)
 - PL001 - Design and Access Statement prepared by Hunters South Architects dated 19/12/14 (Revision A)
 - PL117 - Ecology Report prepared by The Ecology Consultancy dated 15/08/14
 - PL118 - Landscape Design Strategy prepared by Lizard Landscape Design dated 19/12/14
 - PL119 - Environmental Noise Survey and Assessment Report prepared by

Paceconsult dated 10/11/14
 PL120 - Air Quality Assessment prepared by Air Quality Consultants dated December 2014
 PL121 - Arboricultural Impact Assessment & Arboricultural Method Statement prepared by Patrick Stileman Ltd dated 06/01/15
 PL122 - Ground Investigation Report prepared by Arcadis EC Harris dated December 2014
 PL123 - Ventilation & Extraction Statement prepared by Rolton Group Ltd dated December 2014
 PL124 - Lighting Strategy prepared by Rolton Group Ltd dated December 2014
 Baseline Design Guidance Compliance prepared by Hunters South Architects dated 09/03/15

Date Plans Received:	23/12/2014	Date(s) of Amendment(s):	10/03/2015
Date Application Valid:	23/12/2014		23/12/2014
			18/02/2015
			02/03/2015

1. SUMMARY

This application seeks full planning permission for the complete redevelopment of the Northwood School site to provide a new six form of entry school capable of accommodating up to 1080 pupils. The proposals involve the demolition of the existing school buildings and the provision of a new three-storey school building and linked sports hall, with associated ancillary facilities such as artificial sports pitches, playing field and car parking.

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon School Expansion Programme is part of the Council's legal requirement to meet the educational needs of the borough.

In the main metropolitan areas throughout the country there has been a significant increase in the need for school places and this holds true for London. This increase reflects rising birth rates, migration changes and housing development. The impact of these factors has, to date, mainly been felt in primary age groups. Many primary schools have already expanded and two new primary schools opened in 2014. However, these larger pupil cohorts are now approaching secondary school age.

Historically, there has been some capacity in the system at secondary level. However, this 'excess' capacity is reducing as pupil numbers increase and is now approaching the point where demand will outstrip capacity. There is a forecast need for a total of 19 additional forms of entry in secondary schools by the 2019/20 school year across the borough as a whole. To meet this need, additional places will need to be provided each school year. However, within the overall increase in demand, there is also a need to ensure that there are sufficient places in each area so that pupils can be offered places within a reasonable travelling distance of their homes. For secondary school places planning purposes, the borough is divided into two geographical areas - broadly north and south of the A40. Most of the 19 form of entry increase will be needed in the north of the borough, with additional places being required from 2016. The number of vacant places is not sufficient to meet future demand and a large programme of additional places will be needed.

The applicant has advised that the number of pupils at Northwood School is already increasing, as is the number of first preference applications for admission at Year 7. The school's educational performance is good and improving. The re-building of the school (financed through Central Government Priority School Programme and Council funding) provides an opportunity to also increase the school's capacity. Integrating this into the rebuilding programme will provide a better educational and design outcome and is better value for money than adding later extensions.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and UDP policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, whilst it would result in a small loss of playing field, it is considered that the replacement provision is of sufficient quantity and quality to mitigate against this loss, such that the proposals would not be contrary to current policies which seek to preserve existing playing fields and sports provision. Notably, the Greater London Authority (GLA) have expressed a similar view in their detailed comments. Sport England nevertheless object to the proposals. Accordingly, if the decision is made to approve planning permission the scheme would be referable to the Secretary of State.

The existing school buildings are in need of modernisation and of extremely limited architectural merit. Accordingly, it is considered that the proposed development would enhance the visual amenities of the school site and surrounding area.

The proposed school buildings are well separated from surrounding properties and subject to appropriate conditions it would have no unacceptable impacts on the amenity of neighbouring residential occupiers by way of dominance, loss of light, loss of privacy or noise.

The proposal is supported by a detailed Transport Assessment and provides for mitigation measures to reduce its impact on the local highway network. The Council's Highway Engineer has reviewed this information in detail and confirmed that the proposed development would be acceptable in terms of traffic impact, pedestrian and highway safety.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to the appropriate referrals to the GLA and the Secretary of State.

2. RECOMMENDATION

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

A. That the application be referred to the Mayor under Article 3 of the Town and Country Planning (Mayor of London) Order 2000.

B. That the application be referred to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

C. That should the Secretary of State not call in the application, and subject to the Mayor of London not directing the Council under Article 5 of the Town and Country Planning (Mayor of London) Order 2000 to refuse the application or that he wishes to act as the determining authority, the application be deferred for

determination by the Head of Planning and Enforcement under delegated powers.

D. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

1. **Traffic Impact Studies:** To be undertaken at 50% and 85% occupation of the new school. The studies to examine actual highway conditions (including capacity of the highway network and parking demand in residential streets), the full scope of work to be agreed by the Council. Within 6 months of the studies, the applicant is required to identify, agree and implement appropriate remediation measures (if any), which shall be first agreed with the Local Planning Authority. The studies and identified mitigation works shall be undertaken and funded by the developer.

2. **Road safety audit:** Within three months of the date of consent the applicant shall submit an updated stage 1 road safety audit and associated drawings to address, to the satisfaction of the Local Planning Authority, those concerns raised by the initial safety audit and the Council's Highways Officer.

3. **Travel Plan:** Prior to first occupation a full travel plan to be submitted to and approved in writing by the council. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the Local Planning Authority for approval at 25%, 50%, 75% and 100% occupation of pupils and staff. The Travel Plan shall demonstrate a commitment to the ongoing provision and expansion of the existing school bus service to cater for the growing number of pupils and also a commitment to the ongoing review of and provision of additional cycle parking provision should demand dictate. A Travel Plan bond in the sum of £20,000 is also to be secured.

4. **Community Use Agreement:** Prior to occupation of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of hours of use, access to the grass pitches, all weather pitch, MUGA and sports hall (including WCs and changing rooms) by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of use of the development.

5. **Project Management and Monitoring Sum:** a contribution equal to 5% of the total cash contributions secured to enable the management and monitoring of the resulting agreement.

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

F. That the officers be authorised to negotiate the terms of the proposed agreement.

G. That, if the S106 agreement has not been finalised within 6 months, under the

discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

H. That if the application is approved, the following conditions be attached:

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 PL002 Rev.C, PL003 Rev.B, PL004 Rev.D, PL005 Rev.C, PL006 Rev.C, PI007 Rev.C, PL008 Rev.C, PI009 Rev.C, PI010 Rev.C, PL011 Rev.C, PI012 Rev.C, PL013 Rev.B, PI014 Rev.C, PL015 Rev.B, PL017 Rev.B, LLD778/01 Rev.07 & A-03.12, 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 (July 2011).

4 COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the following specified supporting plans and/or documents:

Transport Assessment prepared by Robert West dated December 2014

Energy & Sustainability Statement prepared by Rolton Group Ltd dated 05/02/15

Flood Risk Assessment prepared by Robert West dated 17/12/14

Utilities Assessment prepared by Rolton Group Ltd dated December 2014

Tree Survey Report prepared by Patrick Stileman Ltd dated 22/07/14

Ecology Report prepared by The Ecology Consultancy dated 15/08/14

Landscape Design Strategy prepared by Lizard Landscape Design dated 19/12/14

Environmental Noise Survey and Assessment Report prepared by Paceconsult dated 10/11/14

Air Quality Assessment prepared by Air Quality Consultants dated December 2014

Arboricultural Impact Assessment & Arboricultural Method Statement prepared by Patrick Stileman Ltd dated 06/01/15

Ground Investigation Report prepared by Arcadis EC Harris dated December 2014

Ventilation & Extraction Statement prepared by Rolton Group Ltd dated December 2014

Lighting Strategy prepared by Rolton Group Ltd dated December 2014

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

No development shall proceed beyond the steel/timber superstructure (including roof structure) until details of all materials and external surfaces, including details of the roof terraces and covered link between the main school building and sports hall, 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 BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM8 Tree Protection

No site clearance or construction works shall take place until all the tree protection measures specified in the Arboricultural Impact Assessment and Arboricultural Method Statement Report, including drawing no. DS28051401.04, prepared by Patrick Stileman Ltd and dated 06/01/15, have been fully implemented. The tree protection measures shall be retained in position until the development is completed and, unless otherwise agreed in writing by the Local Planning Authority, the areas within the protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 1.a There shall be no changes in ground levels;
- 1.b No materials or plant shall be stored;
- 1.c No buildings or temporary buildings shall be erected or stationed;
- 1.d No materials or waste shall be burnt; and,
- 1.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).

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

Within 3 months of the date of this consent 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 Covered and secure cycle storage for a minimum of 122 bicycles
 - 2.c Means of enclosure/boundary treatments

- 2.d Car Parking Layouts
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

- 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 surfacing/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 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 BE13, BE38 and AM14 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 (July 2011)

8 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 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.

9 COM31 Secure by Design

The building(s) 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 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 London Plan (July 2011) Policies 7.1 and 7.3.

10 NONSC Thames Water condition

No impact 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 and infrastructure, and the programme for 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. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

REASON

To safeguard local amenity and to ensure that the development does not result in flooding or contamination in accordance with policies OE8 and OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) because the proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to impact on local underground sewerage utility infrastructure.

11 NONSC Suds

Prior to construction of the proposed buildings, 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 follows the strategy set out in the Flood Risk Assessment produced by Robert West dated 19th December 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface

waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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. incorporate water saving measures and equipment.

v. provide details of water collection facilities to capture excess rainwater;

vi. 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 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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

12 NONSC Contamination

Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users of the new school development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 COM20 Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and 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 OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

14 NONSC Details of lifts

Prior to installation, full details of the proposed lifts to be provided shall be submitted to and approved in writing by the Local Planning Authority. These details should demonstrate that a short rise vertical platform lift with points of entry and exit from three different directions can be accommodated within the available space.

REASON

To ensure the development is fully accessible in accordance with policies AM13 and R16 with Policy AM13/R16 [refer to the relevant policy/ies] of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

15 NONSC Energy

No development shall proceed beyond the steel/timber superstructure (including roof structure) until full details of the low and zero carbon technology outlined in the Energy & Sustainability Statement (Revision 01- Issued 02 March 2015) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- 1 - The type and location of the air source heat pumps and an assessment on the noise emissions in relation to the adjacent and adjoining educational facilities.
- 2 - The type, quantity and location of photovoltaic panels and how feed in tariffs will be managed.
- 3 - The maintenance arrangements for all low and zero carbon technology.

The development must proceed in accordance with the approved details.

REASON

To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan (July 2011).

16 NONSC Electric vehicle charging points

Within six months of the date of this consent details demonstrating that 20% (10% active and 10% passive) of car parking spaces will be served by electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved charging points shall be installed prior to occupation of the development hereby approved.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3.

17 NONSC Construction management plan

A construction management plan shall be available on site at all times for the duration of the school and ground construction works, which shall include the following measures: -

No traffic associated with construction activity for the school building and site or any

delivery related to implementation of the development hereby approved shall take place between the hours of 07:30 and 09:30 and between the hours of 14:30 and 16:00 Monday to Friday. Unless otherwise agreed in writing the restrictions to the traffic activity should be maintained throughout the duration of the construction process.

All construction traffic in and out of the site including deliveries will be controlled and monitored by a qualified banksman at all times.

No construction or contractors vehicles will be permitted to park along Pinner Road or Potter Street at any time.

REASON

To ensure the development provides an acceptable level of pedestrian and vehicular safety in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

18 NONSC Car parking management plan

Prior to occupation of the development a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority.

The submitted strategy shall contain details of parking allocation of the staff car park; details as to how the drop-off and pick-up area will be managed to ensure its efficient operation; security measures; any parking management equipment such as barriers/ticket machines, etc; and a detailed scheme of management for the areas including within and outside of peak school pick up and drop off hours.

Thereafter the area shall be maintained and managed in accordance with the approved details in perpetuity.

The drop-off/pick-up area must be provided prior to occupation of the development.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

19 NONSC Delivery and servicing plan

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. 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

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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 (July 2011) and national guidance.

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.
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
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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

3 I1 Building to Approved Drawing

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

4 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).

5 I11 The Construction (Design and Management) Regulations 1994

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

6 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.

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.

8 119 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).

9 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

10 124 Works affecting the Public Highway - General

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

11 134 Building Regulations 'Access to and use of buildings'

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

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

12

You are advised that Thames Water have provided the following advice:

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 with the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.

Where the developer proposes to discharge into a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Where a developer proposes to discharge into a public sewer, a groundwater discharge permit will be required. Groundwater discharged typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Water Comments:

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

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

13

The Council's Access Officer has provided the following advice:

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
- b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

14

The applicant is advised that any form of floodlighting of the sports pitches or facilities would require full planning permission.

3. CONSIDERATIONS

3.1 Site and Locality

Northwood School occupies an approximately 5.2 hectare, irregularly shaped plot, located on the east side of Potter Street in Northwood Hills. This application relates to the entire Northwood School site but excludes the land now occupied by Heathrow Aviation Engineering University Technical College (henceforth referred to as the UTC). Although the land occupied by the UTC formally accommodated Northwood School buildings it must be noted that the two sites are now operated independently of one another and this application relates to the Northwood School site only.

The school site accommodates a range of buildings, located in its north west corner, which vary in height from single-storey to three-storey and comprise large 1930s attached blocks and numerous later infill additions. Playgrounds and hard surfaced sports courts are located behind the buildings. Playing fields occupy the remainder of the site to the east and south of the buildings and wrapping around the UTC building to the west.

Sole vehicular and pedestrian access to the site is currently via Potter Street and car

parking is provided to the front (north west) of the school buildings.

The school occupies a sloping site, with a significant fall in levels of up to 12m between its northern and southern most corners. Following an initial significant drop in levels between street level along Potter Street and the front elevations of the existing buildings the site continues to slope back towards the south east. To provide level playing courts the hard play areas are effectively on a raised plateau. The playing fields then slope towards the west and south. A drainage ditch forms the school's south east boundary.

Limited planting is provided within the developed area of the site but landscaping is provided along most the site boundaries. The boundary fronting Pinner Road to the south is defined by a mature and dense hedgerow, with mature trees planted parallel both along the street itself and within the playing fields. A mature landscaped screen also exists along the eastern boundary. The landscaping is thinnest along the Potter Street and north east boundaries.

The school is directly abutted by residential gardens to the north east and south east. It is bounded to the south west by Pinner Road, beyond which are predominantly residential properties, and to the north west by Potter Street, beyond which are residential properties. Adjoining the south west corner of the site is the single-storey Northwood Hills Library which fronts a busy roundabout, known as Northwood Hills Circus.

As previously mentioned, the recently constructed UTC now occupies a part of the Northwood School site. This comprises a modern three-storey building and associated car park, catering for up to 600 14-19 year olds. It operates independently from Northwood School and is now considered a separate site managed by the UTC.

The school falls within a predominantly residential area, largely characterised by two-storey detached and semi-detached houses. However, Northwood Hills Town Centre lies immediately to the south west of the site, with the area surrounding Northwood Hills Circus, opposite the school site and Joel Street, characterised by three-storey commercial properties.

The entire school site falls within the developed area as designated in the Local Plan. Pinner Road is designated as a London Distributor Road. Northwood Hills Town Centre and Secondary Shopping Centre is located to the south along Joel Street and around Northwood Hills Circus roundabout.

3.2 Proposed Scheme

This application seeks full planning permission for the complete redevelopment of the Northwood School site to include the demolition of the existing school buildings and to provide a new six form of entry secondary school with associated facilities. The new school would be capable of accommodating up to 900 pupils between the ages of 11 and 16 and sixth form accommodation for up to 180 pupils.

A new three-storey flat roofed building would be provided in the southern corner of the site. This would provide the main school building and would accommodate 53 classrooms (including 34 general teaching spaces and 19 classrooms for specialist activities such as performing arts, science, design technology and art); a hall; a kitchen and dining room; a library; post 16 study and social areas; staff rooms; hygiene and Special Educational Needs (SEN) rooms; offices; WCs; stores; and ancillary facilities.

A detached two-storey equivalent sports hall would be provided to the east of the main school building, linked by a covered walkway. This would provide four courts, changing rooms, WCs, stores, a classroom and ancillary facilities.

A multi-use games area (MUGA), sized to accommodate up to three tennis courts, would be provided immediately to the north of the sports hall and an artificial all weather pitch, capable of accommodating a full sized hockey pitch, would be located immediately to the east of the sports hall. Notably, no floodlighting is proposed for either facility.

Following the completion of the new school building, the existing school buildings would be demolished and the northern part of the site converted into grass playing field of sufficient size to accommodate a full sized rugby pitch and a full sized football pitch for winter games and sufficient space for an athletics track and cricket pitch for summer sports.

For clarity, the following pitch sizes would be provided in full compliance with standards provided Sport England's document 'Comparative Sizes of Sports Pitches and Courts:'

1 x 100m by 70m (including run-off) senior grass rugby pitch

1 x 93.66m by 49.16m (including run-off) U17-U18 grass football pitch

1 x 63m by 102m (including run-off) all weather pitch for hockey and football use

1 x 27.5m by 45.5m MUGA sized to accommodate 3 x tennis courts

Playgrounds would be provided immediately adjacent to the north, west and southern boundaries of the new school building in addition to an external dining area and landscaped 'student plaza.' An amphitheatre, reflective of the school's performing arts specialism, is proposed towards the front of the building, adjacent to the entrance plaza.

New vehicular and pedestrian access points would be created via Pinner Road and a 108 space car park (including five disability standard spaces) would be provided at the front (south of the site) to the east of the new building. The car park would also provide pick-up and drop-off facilities with space for 17 cars. Cycle parking for 122 bikes would be provided adjacent to the new pedestrian entrance.

A service area and refuse bins would be provided to the rear of the building with access via Potter Street. No other access to the site via Potter Street for either vehicles or pedestrians is proposed.

Hard and soft landscape enhancements would be provided across the site with new tree planting proposed along the Potter Street and Pinner Road frontages. Notably, drainage swales would be provided in the north east and south east corners of the site and the north east swale in particular would also provide a habitat area.

3.3 Relevant Planning History

12850/APP/2013/1810 Northwood School Potter Street Northwood

Demolition of existing 2-3 storey teaching block; construction of new 3-storey University Technic College (UTC); car parking; landscaping; retention of existing pedestrian and vehicular access; and ancillary development.

Decision: 24-10-2013 Approved

Comment on Relevant Planning History

Northwood School has an extensive planning history. The most recent and relevant planning application to this scheme relates to the provision of the UTC on a part of the site

and is summarises above. However, as stated elsewhere in this report, it must be noted that the UTC now operates independently of Northwood School and, as such, does not form part of this application.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- 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.
- 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
- 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
- OE11 Development involving hazardous substances and contaminated land -

- requirement for ameliorative measures
- R4 Proposals that would involve the loss of recreational open space
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
- 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
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- 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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd February 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was advertised as a Departure and consultation letters were sent to 776 local owner/occupiers and the Northwood Hills Residents' Association. Site and press notices were also posted. 16 responses have been received, including one from the Northwood Hills Residents' Association. Two of these are in support of the proposals and the remainder are opposed to the proposals, although it is noted that several of the objectors support the redevelopment of the school in principle.

The following concerns are raised by residents:

- i) The provision of a pupil pick-up/drop-off area with access via Pinner Road is applauded but the secondary vehicular access and ancillary development along Potter Street is unacceptable.
- ii) Construction access must be via Pinner Road. Potter Street residents have experienced a year of disruption and inconvenience associated with the UTC.
- iii) Commuter parking should be stopped.
- iv) Impact of the new vehicular entrance on Pinner road traffic flow. The entry and exit of cars needs to be regulated by traffic lights or other means at peak times.
- v) This will make existing congestion along Pinner Road to the Joel Street roundabout even worse.
- vi) Increase in parking demand along surrounding roads, which are already over-stretched due to parking from commuters, the existing school, the UTC, the library, shoppers and leisure users. This is overload and will create more disturbance and inconvenience for residents.
- vii) Increased reckless driving and parking behaviour. This will increase the risk of damage to property and will add to the risk of nasty accidents occurring.
- viii) Increase in the number of people using Briarwood Drive as a short cut to get to Joel Street.
- ix) The lack of double yellow lines around the corner of Briarwood Drive means parking here creates a blind corner on a very busy street. The development will increase the risk associated with this.
- x) It already takes residents 10-15 minutes to drive a journey which should take seconds.
- xi) The roads should be made bigger with extra lanes added.
- xii) Residents in Pinner Road already have two bus stops in front of their homes and will also have the main school access, which is horrible.
- xiii) Impact on security.
- xiv) A proper consultation event should have been held.
- xv) Insufficient parking is provided on site to cater for all staff, including those who are part-time and support staff, and for the overflow from the UTC. A two-storey car park should be provided in order to keep the Hillside Area of Special Local Character free from parking.
- xvi) Noise, disruption and pollution from the construction work will be damaging to residents and will affect the feel, look and appeal of their properties. Restoration plans should be guaranteed by the Council.
- xvii) Contractual clauses should be put in place to ensure the development is completed to a high quality, on time and to budget.
- xviii) The Transport Assessment severely underestimates the amount of drop-off and pick-up which will occur. An incentive scheme should be put in place to deter parents from coming by car such as a credit given for each walking journey or public transport journey, which could then be used for pupil's benefit such as school trips or sports facilities.
- xix) Increased littering and antisocial behaviour from pupils. What will the school and Council do to ensure that complaints from residents are dealt with promptly and that good behaviour is exhibited by pupils?
- xx) Measures such as road signs, speed restrictions and regular monitoring should be put in place to ensure safety and smooth flow of traffic during construction.

- xxi) Teachers and pupils should not be allowed to park in surrounding roads.
- xxii) Lack of maintenance of the drainage ditch which forms the boundary of the school with residential properties in Alandale Drive has lead to flooding of gardens. This stream is being relied on for drainage but is not maintained so the raised all weather pitches and the swale will make flooding worse.
- xxiii) Floodlighting should not be entertained now or at any time in the future.
- xxiv) The existing entrances should be re-used.
- xxv) Traffic lights should be installed on Joel Street to assist with the traffic flow.
- xxvi) Loss of privacy. First and second floor classrooms will look directly into the living rooms of houses and maisonettes in Pinner Road.
- xxvii) Loss of outlook due to the presence of an over-bearing building.
- xxviii) Loss of light to neighbouring residential properties.
- xxix) The south facing glass walls will at times reflect the sun into neighbouring residential properties. This happens at present from the metallic walls of the UTC.
- xxx) Intrusive light from lighting left on at the building overnight.
- xxxi) Increased noise from the playground facilities and outdoor auditorium. This is unacceptable to those who work night shifts or are usually home during the day.
- xxxii) Statistics in the Transport Assessment were gathered when works were taking place in Joel Street and so there was a reduction in traffic as people avoided the area. Also, the UTC had not opened so an accurate assessment of traffic could not be made.

The two letters of support make the following points:

- i) Excellent design.
- ii) No floodlights should be provided.
- iii) Appropriate boundary treatment should be provided to stop balls being kicked into residential gardens.

The Northwood Hills Residents' Association raise the following concerns:

- 1) Both the Pinner Road and Joel Street are already very heavily with congested with traffic at the morning peak. Vehicles queue back from the Northwood Hills Circus to Pinner Green and also from Northwood Hills Circus down Joel Street in the direction of Eastcote. As such parents dropping children off at the turning circle at the new school who wish to go back to Northwood Hills circus will undoubtedly turn left into Pinner Road, left again into Alandale Drive, then left again into Potter Street. We would not wish to see happen as Alandale Drive in particular is not suitable for this purpose. We request the planning Committee to give consideration to;
 - a) Automated traffic light control at Northwood Hills Circus to ease the congestion problems.
 - b) The marking of a mini roundabout in the Pinner Road at the vehicle exit from the school to make it easier for traffic to turn right towards Northwood Hills Circus.

- 2) Parking in Northwood Hills is a major issue (already known by the officers and Councilors). We note that a new car park at the school is being proposed and whilst this is just barely adequate for the schools needs there will be a loss of commuter parking spaces in the Pinner Road when the school is built. For this reason and to stop the issue become more severe at a later date we would request the Committee to consider pacing a restriction on any future growth of Staff and/or support staff numbers at the school. We have spoken with the Head about this issue and he does not currently believe, there will be a need at a future date to increase numbers by more than 1 or 2 FTE. We believe a similar restriction on staff and/or support staff number exists at nearby St John's School.

- 3) We have strong concerns that if floodlighting is installed on the school playing field/Multi Use Games Area (MUGA) either now or at a future date it could have a serious detrimental impact on residential amenities/the lives of local residents particularly those in Alandale Drive and also Potter Street who could suffer from both evening noise and light pollution. We therefore request the Committee to impose a restriction on the use of any such equipment installed now or at a future

date to curtail use of such equipment after 18:00 hours. This is consistent with the restriction on hours of operation of equipment on the factory floor at the adjoining Heathrow UTC agreed by the Major Planning Committee at the time that application was approved.

It should be noted that the submitted Planning Statement confirms that the applicant sent letters to approximately 800 residents and local businesses as part of a pre-application consultation exercise prior to submission. It is understood that 12 responses were received which primarily raised concerns regarding parking and traffic congestion. It is understood that amendments were made to the scheme following this feedback and prior to submission of the application to accommodate additional parking spaces.

THAMES WATER

Waste Comments

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 discharged entering local watercourses.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection o the above planning application.

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 with the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge into a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

No impact 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 and infrastructure, and the programme for 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 impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Where a developer proposes to discharge into a public sewer, a groundwater discharge permit will be required. Groundwater discharged typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Water Comments

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

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

ENVIRONMENT AGENCY

We have no comments to make on this application in terms of the presence of the Source Protection Zone 2.

SPORT ENGLAND

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No. 2184).

Sport England is therefore a statutory consultee and has assessed the application in the context of its policy to protect playing fields, 'A Sporting Future for the Playing Fields of England which accords with paragraph 74 of the National Planning Policy Framework.

Essentially, Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies.

A copy of 'A Sporting Future for the Playing Fields of England' which includes the five exceptions can be found at: <http://www.sportengland.org/facilities-planning/planning-for-sport/development-management/planning-applications/playing-field-land/>

As advised by Sport England at pre-application stage:

"The proposals comprise the redevelopment of part of the Northwood School site to provide a new school building, car park, access, sports hall and MUGA. The proposed new school building, car park, access, sports hall and MUGA are all to be located on areas of exiting usable playing field. It is proposed that the former school buildings, car park and hard play will be constructed as new (replacement) playing field.

Further to our meeting on 12 November to discuss the scheme, one of the actions that Sport England took away was to double check the extent of playing field loss. Having done that, it is clear that the extent of the existing playing field is 36,824sqm (as appended - existing). In terms of the proposed, this amounts to 30,900sqm (35200sqm playing field minus 1,66sqm MUGA), as also shown on the appended proposed plan.

The total loss of playing field is therefore 5,924sqm in area terms. In reality, however the loss is actually greater as the scheme creates pockets of unusable playing field. A swale is also be located on the playing field, which has not been deducted from the calculations and will further reduce is extent. As a matter of physical fact, the scheme results in a loss of usable playing field of at least 0.6ha. As such, the scheme is very much contrary to Sport England policy and para 74 of NPPF.

The scheme proposes a new four court sports hall. It is unclear whether this replaces an existing sports hall or if this is new additional provision. Active Places Power suggests that there is an existing four court sports halls on the site, built in 1993. Clarity on this is required.

The scheme also proposes an Artificial Grass Pitch (AGP) to be used for football and hockey. The provision of new, sustainable facilities is always welcomed by Sport England. That said, the proposed surface type for the AGP is to be 3G rubber crumb, with a 40mm pile and it should be noted that this is a compromise pile length which is not preferred pile length for either football or hockey. Sport England's' Selecting the Right Surface Type' document should be worked through in

detail in order to ensure the right surface is proposed:
<http://www.sportengland.org/media/30651/Selecting-the-right-artificial-surface-Rev2-2010.pdf>

In any event, the provision of an AGP, which is not floodlit and thus will have limited community/ after school use, is not considered sufficient to mitigate the loss of circa 0.6ha of playing field land. The scheme proposes to level and drain the playing field, but again this is not considered sufficient to mitigate the loss of circa 0.6ha of playing field land. We know that the site is regularly marked out with a full remit of pitches and therefore, whilst qualitative improvements would always be welcomed, they are unlikely to significantly improve this already well used site, such that the loss of at least 0.6ha would be considered acceptable in policy terms.

It is difficult for Sport England to see a 'way forward' on this scheme without a fundamental redesign and reduction in the proposed new built footprint. The extent and location of the parking area, perhaps requires further thought, which may allow for further consideration of the AGP/ pitch layout. Any revised scheme should include floodlighting for the AGP, as a minimum. It was discussed at pre-application stage that floodlighting may follow at a later date, but having considered the extent of the loss of playing field, any scheme needs to do significantly more to seek to mitigate this loss."

The scheme has not change since pre-application stage. Sport England position therefore remains as stated above.

As such Sport England registers its formal objection to this application as it results in a loss of playing field land, the loss of which is contrary to Sport England Policy and paragraph 74 of the National Planning Policy Framework.

Should your Council be minded to grant planning permission for the development then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 and National Planning Policy Guidance the application should be referred to the Department for Communities and Local Government.

GREATER LONDON AUTHORITY (GLA) (INCLUDING TRANSPORT FOR LONDON (TfL))

While the application is broadly acceptable in strategic planning terms, the following issues require further discussions before the application is referred to the mayor at state II for compliance with the London Plan to be confirmed:

1. School and playing fields: the Council should confirm the requirement for the additional school places; the use of the community and sports facilities for the public should be secured by section 106 agreement. The loss of playing field space is, on balance, considered to be acceptable.
2. Urban Design: further consideration should be given to boundary treatments, the link building and baseline school guidance.
3. Transport: all new and modified vehicular routes should be stage 1 safety audited; the level of car parking should be justified; electric vehicle charging points should be provided; the net impact of trips should be revised, based on actual school occupancy; any mitigation measures for Pinner Road should be secured by condition; TfL seeks a financial contribution towards additional bus services; the applicant should undertake a pedestrian environment review system audit; cycle parking spaces should be increased; detailed design of cycle parking and associated facilities should be secured by condition; the travel plan should be secured by condition as well as a car parking management plan, a delivery and servicing plan and construction logistics plan.
4. Flooding: the proposed development should achieve a greenfield run-off rate and therefore further sustainable drainage measures are required.
5. Climate Change: a revised energy strategy is required; further information is required regarding overheating and cooling; the applicant should provide the site regulated carbon emissions after efficiency measures alone; the applicant should provide further information on the feasibility of

closed loop ground source heat pumps and associated carbon savings should be provided.

Internal Consultees

EDUCATION SERVICES

Demand for Secondary School Places in the North Planning Area

In order to ensure that there are sufficient places within a reasonable travelling time/distance of pupils' homes, secondary school place planning is based on two geographical areas - north and south of the A40. Northwood is in the north planning area.

Across the borough, due to birth rate increases, housing development and migration changes, demand for school places has increased significantly in recent years. In order to meet demand, the first phase of the Council's primary school expansion programme commenced in 2011. To date, the programme has included 8 schools in the north of the borough.

Pressure on places is already starting to be felt in the secondary sector in the north of the borough and this will increase significantly as the larger primary pupil cohorts transfer to the secondary phase. Historically, there has been a 'surplus' of secondary school places. However, over the next few years, demand for Year 7 places is forecast to increase by 46% in the north of the borough (when compared with the 2013/14 school year) - an increase of more than 600 pupils. Data emerging from the September 2015 secondary admissions process also supports the need for further places in the north of the borough, with 96% of Year 7 places allocated as early as March, and more applications expected before the school year starts. It is expected that additional places will be needed from 2016 onwards.

Therefore, all secondary schools have been assessed for expansion potential and Northwood is one of a limited number at which expansion is feasible. On the basis of the information provided, Education Services are in support of the scheme.

FLOOD AND WATER MANAGEMENT SPECIALIST

The Flood Risk Assessment proposal to control surface water on site and reduce the run off from the site by half is in compliance with the London Plan and Council Policies. The proposals include a variety of features to control this run off including a green roof and rainwater harvesting for water reuse as well as permeable surfacing, etc, in accordance with the requirements of the SuDs hierarchy within National Standards.

The FRA also acknowledges that the School is the riparian owner of the Joel Street Ditch and to ensure that the flood risk to the site doesn't increase due to blockages within the ditch will manage their part of the ditch appropriately.

The FRA also details the management and maintenance plan for the SuDs. The ditch should be included within this as a critical part for the drainage for the school.

However there are still some details of the drainage design yet to be formalised including the provision of raingardens, etc, recommended within the report, and the detail of swales proposed. There should also be no raising of ground levels in the area identified or provision of equivalent area, where water is likely to be at risk from surface water flooding adjacent to the Ordinary watercourse so that capacity for flooding will be maintained and flood risk not increased to residents adjacent, as the Joel Street Ditch is known to have flooded.

Therefore the following condition is requested:

Prior to construction, 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 (follows the strategy set out in Flood Risk Assessment produced by Robert West dated 19th December 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

- iii. incorporate water saving measures and equipment.
- 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 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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

ENVIRONMENTAL PROTECTION UNIT

Contamination:

I refer to your consultation of 9 January 2015. The report submitted is a factual report and does not advise on the contamination status of the Northwood School site. However there is information in the report that provides a good basis for assessing whether contamination is likely to be an issue. Historic maps do not indicate the site has had a contaminative use prior to the School and contamination is not expected. The report is geotechnical but does have soil testing on four boreholes and gas testing. Overall 4 shallow window samples and 4 hand dug pits were implemented with four deep 15 metre boreholes for the building. The testing data has not shown any contaminated soils of concern. The gas levels did not show significant levels of gas with a maximum of 2.5% CO₂ although more testing may be prudent for the building area. The boreholes are showing that the soils appear to be 'clean' stiff clays below the site at depth with a covering of made ground mainly sandy clay topsoil. Some perched water may be present but there are unlikely to be water pollution problems although the EA could confirm this. The data in the report indicates that contamination is unlikely to be an issue but there should be an interpretation of the results of the investigations rather than just the facts.

I have noted that the built area of the school (UTC development ref 12850/APP/2013/1810) was supported by a report from LBH Wembley consultants. This again was factual and dated June 2013 for BAM construction. It also had a Landmark survey showing the history of the site. Although this is for the UTC part of the school it provides information on this area. Again there appears to be no significant contamination found from the wider range of tests carried out on the soils. The boreholes show similar ground to the Arcadis report of 2014. No significant gas was found.

It would appear that contamination is unlikely to be an issue on this site from the data provided and the history of the site. I would advise -

An interpretation with advice on the desk studies and investigations in 2013 and 2014 is obtained from a consultant to clarify the contamination status of the site and whether any further investigation is required. This will help the planning decision when the application is looked at by Members. Although I expect that this will show the site has no contamination issues it is needed to support the application, only factual data being submitted. It can be a modest report but should assess the data.

I would add the imported soil condition so no contaminated soils are used in the landscaping if this soil is required. It is a big site and we have had problems before with the imports for improving the soil. I have no reason to think the current soils at the school are contaminated.

Condition to minimise risk of contamination from new landscaped areas

Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

Reason: To ensure that the users of the new school development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Noise:

With reference to the above planning application I have reviewed the Environmental Noise Survey and Assessment Report ref: PC-14-0284-RP1-Rev B prepared by Pace Consult Ltd dated 22 December 2014.

I recommend the following conditions/informatives:

1. Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and 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 OE1 of the Hillingdon Unitary Development Plan.

The standard 'Control of environmental nuisance from construction work' informative should be

attached.

ACCESS OFFICER

Planning permission is sought to demolish the existing Northwood School buildings and erect a new secondary school and sports hall with associated facilities. The proposed school would provide an education placement for 900, 11 to 16-year-olds and 180 post-16 students.

Pre-application discussions were held with the applicant on 8 December 2014 to discuss the proposal in detail. The external environment has been designed to be fully accessible for pupils, staff and visitors. During our meeting it was agreed to include a changing facility for people with complex personal care requirements; a 'Changing Places' room has subsequently been included on plan.

Level access throughout the building is proposed. There is level access throughout the building and wayfinding is understood to be simple and direct. Two fire rated lifts would be housed within a fire protected lobby. All other accessibility specifications would be in accordance with Approved Document M to the Building Regulations and other Building Bulletins pertinent to new school buildings.

Whilst the fundamental design is excellent in terms of access and inclusion, clarification is needed on the following:

1. It is unclear how wheelchair users would travel from the Lower Ground Floor Circulation area to the Upper Ground Floor Circulation area. These latest plans appear not to incorporate a platform lift, and further details are requested.

Standard informatives should be attached should planning permission be granted.

Officer Comment: Amended plans have been submitted to provide the clarity requested. The Council's Access Officer has provided the following additional comments:

"The location of the platform lift is acceptable in principle. A short rise vertical platform lift with points of entry and exit from three different directions should be available to fit and operate correctly within the space.

Details of the lift should be requested."

HIGHWAY ENGINEER

Robert West consultants submitted a Technical Note dated 27 February 2015 in response to previous Highway comments. This note comprised the results of further junction capacity analysis for the Northwood Circus roundabout and the proposed new access off Pinner Road together with a review of on-street parking.

The following three 2020 scenarios were considered for each of the two travel mode shares, as recorded from the Pupil 'Hands up' surveys in 2013 and 2014:

- a. Existing pupils number (391) and consented UTC (600) pupils at Northwood Site,
- b. Consented Northwood school (900) and UTC (600) pupils at Northwood Site.
- c. Proposed 1080 pupils at Northwood school and 600 pupils at UTC, together with an additional new access of Pinner Road.

The technical note indicates that the significant reduction in the car mode share for pupils, from 48.5% in 2013 to 26.9% in 2014 was the outcome of introduction of a school bus service between South Oxhey and Northwood School. No explanation has been cited for the significant increase in

the 'Walk' mode share, from 11.9% to 22.7%, over the same period.

Highway Comments:

The interpretation of results from the above traffic and parking impact analysis must necessarily be informed by consideration of the following:

- a. Reliability of the 'Hands Up' surveys to determine travel mode shares, given the limited sample of surveys.
- b. The validity of projecting the modes shares of existing pupils (391) to the future number of 1680 pupils.
- c. The risks of assuming that 20% of all pupils will be sharing car trips with siblings.
- d. Assuming that the capacity and demand for back ground on-street car parking, public transport and highway will substantially remain at present levels.
- e. The favourable presumption regarding the effectiveness of travel plans in reducing vehicular trips.

In order to robustly assess the potential impact of the proposed development on the surrounding highway network, the Transport Assessment (TA) has considered the overall development on site (Northwood School and Heathrow Aviation Engineering University Technical College). The technical note allows for the impacts to be considered under a range of assumptions and development scenarios. Further modelling is required which is covered by the S106 agreement.

Parking:

A total of 108 car parking spaces are proposed for Northwood School with an access from Pinner Road. These will be allocated as follows:

- i. 85 staff;
- ii. 5 accessible spaces for users with accessible parking needs;
- iii. 18 short term drop off / pick up

In addition, 122 cycle parking spaces will be provided.

With a provision of 85 staff parking spaces at the site, when the secondary school is operating at capacity, over-spill parking demand of approximately 22 staff vehicles will require to park on-street.

The transport assessment report indicates that existing on street parking capacity of 549 spaces on the adjacent highway network within a 5 minute walking distance of the site. After allowing for existing background demand a residual capacity of between 240 to 290 spaces would be available during the morning, afternoon and evening peak periods for use by parents and staff. The revised parking demand assessment based on the 2013 travel mode shares indicate that during the morning peak period there would be a short period of time when the on-street car parking demand would exceed the available capacity by approximately 31 vehicles (which is not unusual for a secondary school of the size proposed). In addition, during the inter-peak period there would also be a short period of 10 minutes during which the on-street residual parking capacity would be reduced to 15 vehicles.

During both these time periods, a higher level of parking stress and corresponding increase in traffic disruption will result. During the PM Peak period the residual on-street parking capacity would be reduced to 94 spaces. It should be noted that the above assessment allows for provision of a drop off / pick up facility at Northwood School that reduces short term demand for on-street car parking by 34 vehicles every 10 minutes.

Traffic Generation:

There would be increases in travel demands, particularly car useage, that would have to be potentially accommodated by the existing transport infrastructure and services. However, there is

evidence that traffic congestion and crowding is already experienced.

Public Transport (Bus):

Transport for London (TfL) should be consulted on this matter.

A school bus service has been introduced between South Oxhey and Northwood school and that has reduced car trips for existing pupils. In order to replicate this for the increased number of pupils, a significant expansion of the school bus services could be required. This would need to be developed further before it can be assumed that a lower car mode share would be appropriate assumption to use for the transport assessment of proposed development.

Northwood Circus Roundabout:

This operational analysis of Northwood Roundabout junction (based on the 2013 travel mode shares) indicates that progressively increased levels of congestion will result corresponding to increasing levels of traffic from that existing at present, to that with traffic generated by the consented development (1500 pupils), and even more congestion with the further increase in traffic associated with the current proposals (1680 pupils).

This junction cannot accommodate the traffic generated by the proposal and would require improvement works that increase capacity to mitigate for the excessive congestion that will result from the proposed development, during the morning, inter-peak and evening peak periods. At present no mitigation measures have been proposed.

New Access from Pinner Road:

The operational analysis of the new access (preliminary design) onto Pinner Road indicates that during the morning and inter-peak periods, the junction will be operating over capacity (with the 2013 travel mode share and 1680 pupils on site).

Vehicular swept paths entering and leaving via this access and a stage 1 safety audit have been provided. These indicate that the access arrangement will need to be further refined to address some safety and operational issues that have been identified.

It is noted that the new access will displace some on-street car parking and this may increase parking stress above the levels indicated above.

Further work is required to refine the design to improve provision for accommodating non-motorised users.

Conclusions:

The proposed development will result in an increase in traffic congestion on the adjacent highways and increased demand for on-street car parking. Improvement proposals should be developed to mitigate the traffic impacts at 'The Northwood Circus' roundabout. However this should be based on further studies after a level of occupation as set out in the S106 agreement.

The transport assessment and safety audit of the new vehicular access onto Pinner Road has identified some operational and safety issues that should be addressed.

A Travel Plan is required with particular emphasis on improving public transport accessibility of the site and managing demands by staggering pick up / drop off activities. Further consideration is required to develop the school bus initiative that would be appropriate for the larger number of pupil

and staff (over existing).

Further traffic analysis studies should be undertaken for the new vehicular access on Pinner Road and to identify suitable highway and safety measures to mitigate the impacts on the adjacent highway including 'The Northwood Circus' junction. All traffic modelling analysis should be supported by robust calibration and validation.

All proposed highway works should be supported by accurate geometric diagrams with details of existing parking restrictions, drop kerbs, crossovers to individual properties, pedestrian crossing facilities / refuges etc that may be affected. This will help to assess the feasibility of the proposals.

All vehicular swept paths analysis should show a 300mm margin.

TREES/LANDSCAPE OFFICER

Landscape Character / Context:-

Site description:

- The site is a large approximately triangular space bounded to the south by Pinner Road, with Potter Street to the north-west and Alandale Drive / Dale Close to the north-east.
- The current school buildings occupy the north-west corner of the site, accessed from Potter Street. Immediately to the south of the school complex there is a recently completed three-storey technology college, Heathrow Aviation Academy, also accessed from Potter Street. A public library occupies a small plot in the south-west at the junction of Potter street and Pinner Road.
- The land is higher in the north-west corner and falls towards a low spot in the south-east corner.
- The existing playing fields occupy the eastern half of the site and the southern end.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.

Landscape constraints / opportunities:

- While there are no protected trees on the site, there are hedges and mature trees along all boundaries which provide screening, shelter and local environmental enhancement.
- The boundary vegetation also benefits local residents whose houses overlook the site and for whom privacy and screening is desirable.

Proposal:-

The proposal is to demolish the existing Northwood School buildings and facilities and erect a new three-storey six form of entry secondary school and single-storey sports hall with associated facilities including playgrounds; sports pitches; car parking; landscaping; the creation of a pupil pick-up/drop-off area with access via Pinner Road; the provision of a secondary vehicular access via Potter Street; and ancillary development.

Landscape Considerations:-

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

- The application is supported by a Tree Survey Report, document ref. PL116, by Patrick Stileman. The report is dated 22 July 2014.
- The report comprises a Stage 1 (of 5) report relating planning. Trees have been identified and their condition and quality assessed, leading to a Tree Constraints Plan, drawing No. DS28051401.02
- 56No. individual specimens and 10No. groups of trees have been assessed.
- There are 6No. 'A' grade trees whose condition and value merit retention. 30No. specimens including some groups have been assessed as 'B' grade trees which also merit retention if possible.
- The remaining trees are 'C' and 'U' grade whose collective value may justify retention, although

their condition and useful life expectancy are limited.

- An Arboricultural Impact Assessment, dated 6th January 2015, considers the significance of the trees, the constraints they pose to development and work required to the trees for reasons of sound arboricultural management.

- According to the AIA, all of the 'A' grade trees can be retained and safeguarded during the development. 21No. 'B' grade trees will be retained and 9No. removed to facilitate the development. 15No. 'C' grade trees can be retained, with the loss of 7No. specimens / groups. Some tree surgery and special protective measures have been identified in order to safeguard retained trees.

- By way of mitigation, the report notes (section 7) that 'extensive new planting is proposed across the site' as part of a comprehensive landscape masterplan by Lizard Landscape

- In Appendix 2, the report provides an Arboricultural Method Statement for Tree Protection during Development. The statement ensures that supervision by the Arboricultural Consultant will take place at key stages of development.

- The appendix includes an Arboricultural Impact Plan and Tree Protection Plan.

- The Design & Access Statement explains the evolution of the site development and layout. Section 6.0 describes the landscape strategy which seeks to complement the design strategy for the buildings and maximise the potential of the external spaces, by creating areas which are both functional and attractive .

- Importance is attached to the existing planted boundaries, which will be re-inforced with new / replacement planting in mitigation for those trees which cannot be retained.

- The soft landscape will include the use of native planting (trees, hedges, meadows) and ornamental species, while the hard landscape materials and furniture will provide the required spaces for outdoor play and relaxation.

- Document ref. PL118, Landscape Strategy, by Lizard Landscape Design provides further insight into the design concepts and indicative species lists. (Some refinement of the proposed species may be required as the scheme progresses). The landscape strategy is well illustrated, with annotations, on drawing ref. LLD778/01 Rev 07. - This drawing indicates the planting of approximately 100No. specimen trees, together with other 'structure' planting (hedges and shrubs).

- Document PL114, Flood Risk assessment, notes (3.8) that a green roof is proposed to a portion of the Sports Hall Building. The writer confirms that this feature will provide several positive outcomes including, hydraulic, biodiversity and amenity / educational benefits.

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussions and the proposed tree retention and landscape proposals reflect the outcome of the discussions.

No objection, subject to the above observations and COM6, COM7, COM8, COM9 (parts 1,2,3,4,5, and 6) and COM10.

SUSTAINABILITY OFFICER

The report is adequate for this stage however there is still a lot more information necessary:

1 - The type and location of the air source heat pumps and a commentary on their potential noise impacts next to classrooms.

2 - The type and location of PVs and who is going to collect any feed in tariff

A condition will therefore be required to address these issues:

Condition: Prior to the commencement of development full details of the low and zero carbon

technology outlined in the Energy & Sustainability Statement (December 2014) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- 1 - The type and location of the air source heat pumps and an assessment on the noise emissions in relation to the adjacent and adjoining educational facilities.
- 2 - The type, quantity and location of photovoltaic panels and how feed in tariffs will be managed
- 3 - The maintenance arrangements for all low and zero carbon technology

The development must proceed in accordance with the approved details.

Reason: To ensure the development contributes to a reduction in carbon emission in accordance with Policy 5.2 of the London Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is an established educational facility which falls within the developed area as designated in the Hillingdon Local Plan. It does not fall in or adjacent to the Green Belt and does not comprise land designated as public open space. It has no other specific designations. Accordingly, the key issues pertaining to the principle of development relates to education and impact on the playing fields.

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is

strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

It is noted that the GLA's comments queried the need for the educational facility, however the Council's Education Team have provided a strong justification in terms of the future demand for the development. It is also noted that the NPPF and ministerial statement are strongly supportive of all educational provision, it is not considered that it is necessary to establish a need for educational development under the current policy context. To the contrary the context is quite clear that all enhancements to educational provision are supported.

The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities. However, notwithstanding this, it should be noted that the proposed development would result in a small loss of playing field. Despite there being no proposed loss in the number or size of pitches to be provided and significant improvements which would be made to the quality of sports provision at the site Sport England have nevertheless raised objections to the application.

The Ministerial Statement is clearly an important material planning consideration. Given Sport England's objection it is necessary to understand the 'weighting' that should be given to this as a material planning consideration. Officers have undertaken a search of recent appeal decisions concerning new education developments that affect either playing fields or open space to understand how Planning Inspectors have interpreted the Ministerial Statement.

A search of a national appeals database identified 3 recent appeal cases where loss of open space or playing field was involved.

Where the schemes are of direct relevance is that in each case the decision maker had, in effect, to decide whether a clear education need outweighed other strong material planning considerations. All 3 appeals (namely the appeal by Chapel Street Community Schools Trust for a free school on open space in Oxfordshire, a new free secondary school by 'Great Schools for all Children' in Warrington on public open space involving the loss of a sports pitch and Poulton Church of England Primary and Nursery School's planning application in Poulton-Le-Flyde Lancashire which proposed modular buildings on urban open space) were allowed and significant weight was given by the appeal inspector to the education need in every case.

In the Warrington case (which is a 2014 case and therefore was based on the NPFF, Ministerial statement and most up to date national Planning Policies) the Council in refusing the planning application stated:

"The playing fields offer significant benefits to the local community due to the sports pitches available and their accessibility and close proximity to residents, community groups and schools."

Sport England did not object subject to,

"Conditions regarding the submission, agreement and implementation of a sports development plan and community use agreement, the details and specifications of the sports hall, changing rooms and artificial grass pitch and a scheme for the improvement of the remaining playing fields are required to ensure that there is sufficient benefit to the development of sport, suitable arrangements for community access and that the loss of the existing playing fields on the site is effectively mitigated."

It should be noted that Sport England therefore appear to have been satisfied that conditions could be used to address potential policy conflicts.

The Inspector in allowing the appeal stated;

"There are differing views as to the potential effects on existing schools and the justification for the proposed school in terms of the need to raise educational standards. What is clear however is that the proposal will create an additional school, increasing the number of school places available and creating greater choice and diversity for secondary education in the area. In the context of the Framework and the Ministerial Policy Statement, this constitutes a significant benefit that carries substantial weight."

It should be noted that the appeal was then called in by the Secretary of State who then confirmed that he agreed with the Inspector's original decision letter.

In the Poulton Church of England Primary and Nursery School case the Planning Inspector cites the text in the Ministerial statement which says that the development of state-funded schools is in the 'national interest' and that planning decision makers should support that objective, in a manner consistent with their statutory obligations. The Planning Inspector then openly criticises the Local Planning Authority in his decision letter for not giving sufficient consideration to the Ministerial Statement.

What these recent appeal cases show is that decision makers are expected to place substantial weighting on the Ministerial Statement and that it is a very important material planning consideration. As such officers consider that the educational need argument outlined by the applicant with respect to Northwood School should be given substantial weighting as a material planning consideration.

With specific regard to the loss of playing field, policies R4 and R5 of the Local Plan part 2 seek to resist their loss "unless adequate, accessible, alternative facilities are available."

Part B of London Plan policy 3.19 states:

"Development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted."

It goes on to confirm that "wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. The provision of floodlighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities, unless the floodlighting gives rise to demonstrable harm to local community or biodiversity."

Sport England's Playing Field Policy - A Sporting Future for the Playing Fields of England, confirms that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies. Exceptions E4 and E5, quoted below, are considered to be most relevant to this application:

"E4 The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development."

"E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of the playing field or playing fields."

Paragraph 74 of the NPPF reiterates the objectives set out in Sport England's Policy Statement. It confirms that sports and recreational buildings and land, including playing fields, should not be built on unless (amongst other criteria) "the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location."

The applicant's Planning Statement seeks to justify the development against the relevant policy criteria by demonstrating that there would in fact be only a negligible loss in quantity and a marked improvement in quality of sports facilities to be provided at the site.

In terms of quantity, the applicant asserts that Sport England fail to distinguish between usable and non-usable parts of the playing field. It is acknowledged that the awkward shape and sloping nature of parts of the playing field, in addition to the presence of trees, renders parts of the playing field of limited value to sport and officers agree with applicant's view on this.

The applicant goes on to argue that due to the site's sloping nature and poor drainage large areas of the playing field are frequently waterlogged. It is particularly noted that the football pitch in the lower part of the site is unusable for much of the year. Officers noted on visiting the shortly after the submission of this application in December, that parts of the playing field were indeed very waterlogged. To this end the applicant argues that the amount of existing actual usable space in summer is approximately 2.78 hectares but that in winter this reduces to just 2.38 hectares. Allowing for the improvements which would be made to drainage and levels, the proposed scheme would allow for 2.38 hectares of level, well drained sports space, including the all weather pitch and MUGA. Accordingly, the loss in actual usable playing field is, in reality, small.

It is also noted that the site currently accommodates one undersized rugby pitch and two football pitches, one of which is not level enough for competitive games and the other of which is regularly waterlogged. By comparison, the proposed scheme includes the provision three pitches (one grass pitch for rugby, one grass pitch for football and one

artificial pitch for football and hockey) all of which would comply with Sport England pitch size standards as set out in their document 'Comparative Sizes of Sports Pitches and Courts.' It would also provide a MUGA which would allow for year round tennis, netball, basketball and mini-soccer. These pitches would all be level and well drained due to the improvements proposed. Accordingly, despite the loss in actual grass playing field, the proposed scheme allows for a much more efficient and effective layout in terms of actual sports provision.

It is considered therefore that the replacement sports facilities would be at least comparable, and arguably an improvement, in terms of actual usable space and pitch sizes in terms of quantity.

In terms of quality, the proposal would provide two full sized, level and well drained grass pitches. It would also provide an all weather pitch and MUGA which would allow for year round sports provision. The three pitches and the MUGA could all be used simultaneously and offer at least the same level of sports provision as the existing grass pitches. Of note is also the proposed provision of a new sports hall which will provide a modern facility, built to current up to date standards, with direct access to the all weather pitch and MUGA. Its location also notably lends itself to community use as it enables the remainder of the school to remain secure whilst out of hours sports facilities take place. Accordingly, it is considered that there would be a marked improvement in the quality of sports provision to be provided, in accordance with current policy requirements.

It is noted that in their comments Sport England suggest that the provision of floodlighting and a higher specification surface should be considered. Policy requires replacement facilities to be of equal or better provision. It is considered that the proposals achieve this and, as such, it would be unreasonable to insist on such measures.

Furthermore, significant concern is raised over the potential impact the provision of floodlighting could have on residential amenity. London Plan policy also confirms that floodlighting should only be considered if it does not give harm to residential amenity or biodiversity.

In terms of the pitch surface, it must be acknowledged that the main user of the facility will be a school and not a professional sports club. Therefore, a surface which provides the most flexibility of use for a range of sports is required (it is understood the school wish to use the facility for both football and hockey) in order to allow them to meet their curriculum requirements. The proposed 3G surface offers this flexibility. It is difficult to see how the provision of a surface which lacks this flexibility and would be specific to a particular sport would benefit the sporting use of this site. Notably a very high quality indoor sports facility has been provided at Uxbridge High School but it is understood that the use of that facility by the school is in reality limited as it can be used for football only and not for a range of sports. In that instance the facility is also used by a professional football club (Brentford FC) and so has other benefits, but this is not the case at Northwood. Therefore, a facility which offers the most flexibility possible is required.

The applicant argues that the proposed scheme fully complies with current planning policy, including Sport England's own guidance, relating to the loss of playing fields in that the playing field would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. This complies with Sport England's policy Exception E4. It is considered that, when taking into account the improvements to the quality of facilities to be provided that it could also be argued to comply with Sport England policy Exception E5 in

that the provision would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of the playing field or playing fields.

Whilst every application must be assessed on its own merits, of note is also Sport England's approach to past applications. The applicant has provided a list of school sites within Hillingdon, albeit that they relate to primary rather than secondary provision, where Sport England have raised no objection to the provision of MUGAs on playing fields. It is difficult to argue that this doesn't set at least some form of precedent.

Taking everything into consideration, including current planning policy wording at local, regional and national level, the applicant's and Sport England's arguments, it is very difficult to see how Sport England's objection could be upheld in this instance. The applicant has put forward a strong, well reasoned justification for the proposal and demonstrated that there would be no loss in overall sports provision in terms of quantity (arguably there would be an increase due to the improvements proposed) and a marked improvement in quality. Accordingly, it is considered that the proposals do comply with current planning policy and that refusal on these grounds could not be justified.

Notably, in their detailed comments, the GLA also share this view stating:

"GLA officers are aware that Sport England has objected to the proposal due to the loss of playing field stating that the loss of playing fields would be 0.6ha, and disagrees that the increase in quality would justify the loss of playing fields. Whilst the proposals would result in a loss of playing fields, the quality of the replacement sports pitches would be high and, in reality, would result in a minor loss of usable playing fields. Officers welcome the increase in the quality of the sports pitches and the provision of the MUGA."

In their conclusion the GLA go on to confirm that "the loss of playing field is, on balance, considered to be acceptable."

In view of the above, Sport England were further challenged on their comments. However, they maintain that "there is a loss of playing field both in quantum and in usable area, and that the same range and type of sports cannot be accommodated simultaneously on this site under the proposed scheme." They go on to confirm that the proposals do not comply with policy because there is no "like for like" replacement.

Conclusion:

The proposal is considered to fully comply with current planning policy which seeks to support the improvement, enhancement and expansion of existing school sites. Notwithstanding Sport England's objection, the proposal is also considered to comply with current policy which allows the loss of existing playing fields, providing the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality. Even if it could be argued that a loss in quantity of sports provision would occur, it is considered that this would be so negligible that it would not amount to such exceptional circumstances that it would outweigh the educational need for the development. It is also considered that Sport England fail to take fully into account the improvements to the quality of sports provision which would be provided across the site, contrary to their own policy requirements.

On the basis of the above, the proposal is considered to comply with current local, London Plan and national policies relating to educational provision and sports facilities and no

objections are raised to the principle of the development, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application proposes the erection of a new school. Residential density is therefore not relevant to the consideration of this application.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, Areas of Special Local Character or Listed Buildings within the vicinity.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of this site.

7.07 Impact on the character & appearance of the area

The application site lies on the edge of Northwood Hills town centre but falls within a predominantly residential area. The area surrounding Northwood Hills Circus and extending to Joel Street, including the corners of Pinner Road, towards the south west of the application site, are predominantly commercial in character and characterised by three-storey terraced blocks with retail units at ground floor level. To the north, along Potter Street, and extending towards the east along Pinner Road, the area becomes much more residential in character, predominantly characterised by two-storey detached and semi-detached houses. The three-storey UTC building, which now occupies a part of the former Northwood School site, is of a more functional and utilitarian design than surrounding development, reflective of its engineering specialism, and represents one of the largest buildings in the locality.

The proposed new school building would sit in front (south) of the UTC and its three-storey height would reflect that of the UTC behind and the more urban area centred around Northwood Hills Circus. The relocation of the building from the north to the south of the site would also increase its civic presence and in this location it would, in reality, be viewed more in context with the adjoining commercial centre than as a large isolated building within a solely residential area.

Its location and orientation towards Pinner Road would also create an active and more lively street frontage appropriate to its location along a main road. The main entrance would be well defined and the building would be well articulated through the use of a range of materials and landscaping to help break up its mass.

The proposed sports hall would be set back behind the car park and would be seen as subordinate to the main school building. The car park, whilst sizeable, and the all weather pitch beyond would be well screened from Pinner Road by existing and proposed landscaping, including an established and mature hedgeline.

Along Potter Street, the side elevation of the building would be seen in context with the UTC and Northwood Hills Town Centre. The existing school buildings would be demolished and the accesses removed, and these would be replaced by playing fields, providing a more open aspect as the site moves northwards into a more residential area.

The layout of the development and the orientation, height, scale and mass of the buildings

is considered to be appropriate to its setting in the street scene, and it is not considered that the development would have any significant detrimental impact on the character or appearance of the surrounding area in this instance.

7.08 Impact on neighbours

The nearest residential properties in Potter Street, to the west of the application site, would be located just over 51m away from the nearest part of the proposed main school building. Residential properties on the opposite side of Pinner Road would be located approximately 50m away. To the east, the proposed sports hall building would be located closer to residential properties than the main school building. The nearest property in Pinner Road, would be located approximately 94m away from the nearest part of the sports hall and properties in Alandale Drive would be located over 110m away.

Concerns have been raised by residents over loss of privacy, loss of light and loss of outlook and it is acknowledged that habitable room windows face the site from both adjoining and opposite properties along Pinner Road. However, notwithstanding this, the Council's Supplementary Planning Document on Residential Layouts states that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a minimum distance of 21m should be retained in order to ensure there is no unacceptable overlooking. These guidelines are far exceeded and given the distances between the proposed buildings and adjoining properties, in addition to existing and proposed boundary screening, it is not considered that refusal could be justified on these grounds.

It is noted that roof terraces are proposed on the main school building at second floor level. One would be located at the north west end of the building and accessed via a geography classroom and staff humanities work room. The second would be located at the north east corner of the building and would be accessed via an art room and circulation space. Whilst, given the distance from the nearest properties and their orientation towards the back of the building, it is not considered that these would result in any significant or increased overlooking to that which could occur from windows on the same elevations, it is acknowledged that there may be a perceived greater impact and, as such it is recommended that a condition is attached to require further details, including details of screening.

In terms of the proposed car park, this would be located approximately 27m from the nearest residential properties to the east. Given this distance combined with existing and proposed tree planting, which would provide screening, it is not considered that this would have an unacceptable impact on residential amenity.

Whilst tall fencing would be provided around the proposed all weather pitch and playing fields this would, be screened by existing and proposed tree planting and it is not considered that it would have any significant impact on residential amenity.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed school, which has been designed to accord with the Disability Discrimination Act and Department for Education standards, would provide an appropriate environment for the future staff and pupils.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is proposed demolish the existing Northwood School buildings and to redevelop the site

to provide a new and expanded school with associated facilities. A Transport Assessment has been submitted in support of the development.

Pupil numbers/capacity

It must be noted that the UTC, which accommodates land previously occupied by a Northwood School building, does not form part of this application. The UTC, which caters for up to 600 pupils and 63 staff, was granted planning permission in December 2013 (ref: 12850/APP/2013/1810). A Transport Assessment was submitted in support of that application and the proposed car parking provision and highway mitigation measures were accepted and approved at that time. They cannot now be reconsidered as part of this application, although the impact of that scheme on the local highway network and the parameters agreed at that time have informed part of the current Transport Assessment.

Northwood School is currently operating under capacity with approximately 391 pupils on roll and 100 staff. Nevertheless, it must be noted that it has a consented capacity for 900 pupils and planning permission would not be required for it to operate at this capacity within its existing buildings. This was clearly established and accepted in the approval of the UTC application in 2013.

The proposed new school would accommodate 1,080 pupils (including 180 sixth form students). Whilst this is significantly higher than the number of pupils currently on roll, this only represents an increase of 180 pupils over existing consented capacity. The new school would be served by 127 staff.

Car/bicycle parking and access

With regard to car parking, the existing school currently has one car park with 32 marked out parking spaces (including one disability standard space) and capacity for up to six cars to park informally. It also has a designated minibus bay. The car park is accessed via Potter Street and no provision for pupil drop-off and pick-up currently exists off-street.

It is proposed to provide a 108 space car park to the south of the site with access via Pinner Road. This would accommodate 85 staff car parking spaces (including five disability standard spaces) and a pupil drop-off/pick-up area with 18 spaces. As the majority of staff would arrive before and depart later than pupils there should be limited conflict between the different users of the car park. However, a car park management plan is required by way of condition to ensure the safe and efficient operation of the car park.

No reference is made to the provision of electric vehicle charging points in the submission. In accordance with London Plan requirements 20% (10% active and 10% passive) of spaces should be served by electric vehicle charging points. This is required by way of condition..

Notably, residents have raised significant concerns over the potential increase in on-street parking which could occur as a result of the application, consistently arguing that insufficient parking is proposed on site. It is noted that similar concerns were raised by residents at pre-application stage and that, in response to this, the applicant increased the level of parking proposed. Notwithstanding this, Transport for London and the GLA have questioned the level of parking proposed, inferring that it appears high.

Notwithstanding TfL's view on this matter, the Transport Assessment confirms that despite this level of parking the development could nevertheless lead to an over-spill parking demand of 22 spaces from staff. The Transport Assessment confirms that there is

sufficient capacity for medium to long-term parking demand from staff on surrounding roads but that there would be insufficient parking capacity within a five minute walking distance of the school for a short period of time during the peak pupil drop-off and pick-up times. On this basis, and given the local sentiment on the issue of parking, the proposed level of parking is considered to be acceptable. It is however acknowledged that even if space allowed a higher provision this would fail to encourage use of alternative modes of transport in accordance with the aim of current planning policies.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly.

Whilst it is acknowledged that surrounding roads become congested at peak pick-up and drop-off times, notably there is ample parking capacity within the wider surrounding area and a walk of more than 5 minutes is not considered unreasonable for the age of children who will be attending the school. The Travel Plan will assist in spreading the peak demand period and encouraging use of more sustainable modes of transport. Accordingly, subject to adoption of a robust Green Travel Plan, it is not considered that the proposed development would lead to such an increased demand for on-street parking that refusal could be justified.

In terms of cycle parking 122 spaces would be provided. Transport for London advise that this fails to comply with new standards within the Draft Alterations to the London Plan and that 161 spaces should be provided. Notably that document had not been adopted at the time of submission in December, having only been formally adopted on the 10th March 2015. Therefore, the reasonableness of this request is questionable. Nevertheless, a Travel Plan would be required by way of a S106 agreement should planning permission be granted, and it is considered that this mechanism should allow for the ongoing review and supply of additional spaces up to and above London Plan standards should demand dictate. Staff shower and changing facilities would be provided within the Sports Hall for those wishing to cycle to/from work.

In terms of the new access itself, whilst no objections are raised to it in principle, both the Council's Highway Engineers and TfL have requested the provision of a Stage 1 Safety Audit in order to demonstrate that it could operate safely. This has been provided and a number of recommendations made. The applicant has satisfactorily addressed the recommendations of the safety audit and, as such, this is considered to be acceptable.

Trip generation

In terms of trip generation, the current, consented and proposed pupil numbers are relevant in order to fully understand the true impact of the proposed development on the highway network. The relocation of the access from Potter Street to Pinner Road could also impact on the efficiency of the local road network, particularly with regard to queue lengths at the Northwood Hills Circus roundabout junction.

The Transport Assessment confirms that the Northwood Hills Circus roundabout junction is already operating at or close to capacity and some congestion already occurs as a result of this. Clearly if the school was operating at its currently consented capacity this would have an impact on the roundabout junctions and create queue lengths and congestion. Whilst this is of course highly undesirable the fact that planning permission would not be required for the school to operate at its consented capacity of 900 and that this capacity was accepted through previous consents must not be ignored when considering the traffic impact. The proposed development would result in an increase of 180 pupils and this would inevitably add to the existing problem. On this basis mitigation measures are

required. However, it is only considered reasonable to consider the additional pressure this development (ie, the increase of 180 pupils) would have on the road network.

In terms of mitigation measures only the provision of a travel plan is proposed. Whilst it is recognised that this could go some way towards reducing car trips and it is acknowledged that the increase in pupil numbers would be relatively small when considering currently consented numbers, due to the already known existing problems associated with the Northwood Hills Circus roundabout junction it is nevertheless considered that hard mitigation measures are likely to be necessary to truly address the impact of the development. As no measures have been proposed by the applicant at this stage, it is recommended that this should be subject to a S106 agreement requiring the applicant to undertake further studies into the impact of the development on the local highway network, once numbers at the school increase, and to implement and/or contribute towards the provision of appropriate mitigation measures if identified as necessary. Notably, the planning permission for the UTC was subject to the same requirements.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would have any significant impact on the highway network.

Contribution towards increased bus capacity

Whilst all surrounding roads fall under the jurisdiction of the London Borough of Hillingdon, Transport for London (TfL) have an interest in Pinner Road, which is designated as a London Distributor Road and is a main bus route. Accordingly, TfL are requesting a contribution of £375,000 towards the provision of one additional school day only return journey on the 282 bus route for a period of five years, to accommodate the additional demand the school would create.

Notably, for the UTC application TfL requested an identical sum but for improvements to the H13 bus route. This difference in bus route is likely to be reflective of the different catchment areas of the UTC and Northwood School but it is unclear why the sums requested are not proportionate to the impact of the development. The UTC increased overall pupil numbers at the site by 275 but this application only proposes an increase of 180.

It is noted that TfL have based their assessment on the existing pupil and staff numbers at Northwood School rather than the higher number of pupils the school could accommodate within their existing buildings if the school was full. This is important in that the school could increase numbers to full capacity without needing any planning permission, or needing to consult with TfL.

Given that the Local Planning Authority has no control over the existing accommodation and number of pupils it could accommodate, and that it was demonstrated through the UTC application that the school has operated with a pupil roll of 1,225 within the past, it is considered that the baseline for assessment should be based on the existing school's maximum capacity of 900 and therefore TfL's request is difficult to justify.

This view is in accordance with Department for Transport guidelines which state that baseline transport data should be based on:

"The quantification of the person trips generated from the existing site and their modal

distribution, or, where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses" (Department for Transport, Guidance on Transport Assessment, March 2007).

TfL are seeking funding for the increase from current pupil numbers of only 391. However the school's maximum capacity is 900. Whilst it would be appropriate to address the net gain of 180 pupils, it is extremely difficult (unreasonable) to justify seeking a contribution to mitigate the impacts from an increase of 391 to 1,080.

Regulation 122 of the Community Infrastructure Levy Regulations 2010 state that Planning Obligations must be:

- (i) necessary to make the development in planning terms;
- (ii) directly related to the proposed development;
- (iii) fairly and reasonably related in scale and kind to the proposed development;

It is not considered that TfL's request is fairly and reasonably related to the scale of the proposed development, given Northwood School's consented use to operate at a much higher capacity than it currently does, or that based on this that their request is reasonable. Accordingly, it is not considered that their request for funding meets the requirements of Regulation 122.

Although TfL have been challenged on their request on this basis, they have confirmed that their request remains, providing the following quote from their current 'Transport Assessment Best Practice Guidance' as justification:

"Where a site is vacant or partially vacant, the quantification of trips (and modal distribution) should be based upon the permitted uses. However, TfL will normally request sensitivity testing to gauge the impact of the development against the measured number of trips that the existing site is generating at the time of the application - in order to ensure that the transport impact of the development can be quantified relative to existing conditions"

This text in itself would seem to contradict itself and TfL have been challenged further on this basis. Their response will be reported in the Committee Addendum.

Service and delivery access

Service and delivery access would be provided via Potter Street. The provision of a separate access away from the main vehicular and pedestrian access is supported. A delivery and servicing plan would be required by way of condition should approval be granted to ensure this operated effectively.

Conclusion

Subject to the further consideration of appropriate mitigation measures to address junction capacity issues, which would be required by way of a S106 agreement should planning permission be granted, it is not considered that the proposal would have such a detrimental impact on the highway network or lead to such an increase in parking demand that refusal could be justified in this instance.

7.11 Urban design, access and security

- Urban Design

This issue has been addressed to some extent in part 7.07 of the report.

In urban design terms, the relocation of the school buildings from the northern part of the site to the south west corner is supported as this increases the civic presence of the

school, appropriate to its use and its location on the edge of a town centre.

The main building would be viewed in context with the more urban area of Northwood Hills Town Centre to the south, which comprises three-storey properties, and the three-storey UTC building to the north. As such, its scale, height, massing and design is considered to be appropriate.

The shape of the main school building, which although relatively simple, deviates slightly away from a regular box design to provide some articulation and visual interest. The sports hall, which would be seen as subordinate to the main school building, would be more functional and utilitarian in its design reflective of its use and typical of that used for many modern sports halls. The Design and Access confirms that the design seeks to reflect the three functional elements of the school, these being the entrance and central performance zone (comprising the school hall and drama studio), the learning zone (comprising the classrooms and main teaching space) and the sports hall.

The main entrance would be defined through the use of distinctive cladding and a projecting canopy, characterised by its coppery colouration, which would also wrap around the school hall. It also seeks to reflect the school's performing arts focus. It is considered that this helps to articulate the design by creating a focal point which clearly defines the main entrance to the school. The remainder of the facade, would be characterised by large areas of glazing and brise soleil supported by a colonised frame. The rear of the building would be predominantly clad in brick panels, broken up by glazing and lightweight cladding. This design approach is considered to be appropriate to the use and setting of the building, surrounded by a mix of land uses.

The sports hall would be finished in brick or render at lower level with aluminium cladding above, which would be broken up by high level fenestration. This is considered acceptable and ensures that the building is viewed as subordinate to the main school.

The GLA have suggested that further detail should be provided of the proposed covered canopy which would link the main school building with the sports hall. Further details of this and full details of proposed materials would be required by way of condition should approval be granted.

The GLA have also suggested that further information should be provided to confirm that the development would be designed in accordance with relevant government baseline school design guidance to ensure a high quality outcome. The applicant has provided a document to address this which confirms that the development would exceed minimum space and design requirements.

The size, scale, height and design of the proposed school is considered to be acceptable in this location and would be in keeping with the visual amenities of the surrounding area.

- Security

Subject to the implementation of security measures, and a condition requiring the development to achieve Secure by Design accreditation is included, it is considered that an appropriate level of security would be achieved.

7.12 Disabled access

The submitted Design and Access Statement confirms that level or ramped access will be provided throughout the proposed development. It is necessary to provide ramped access in some circumstances due to the change in levels across the site. Disabled WC facilities

will be provided and the development will fully comply with Part M of the Building Regulations and the requirements of BS8300. Two fire rated lifts would provide access to first and second floor level.

Notably, the Council's Access Officer has advised that a 'Changing Places' cubicle should be incorporated into the scheme, to serve those with complex care needs. The plans indicate that a hygiene room and a Medical Inspection (MI) room with sick bay would be provided. The applicant has advised that provision will be made for a future hoist to be installed within the hygiene room should the need arise. The room, which is located close to the nursery and reception classrooms, but also has access from the internal corridor, could be used by any member of staff in the school to assist a pupil with specific needs and the room will contain a shower with a low level screen, a height adjustable changing bench, a toilet and washing facilities. The MI room, which would also have a shower and WC, could also be used for this purpose.

It is considered that all the required facilities for the changing places criteria, can be or have been provided. Accordingly, this is considered to be acceptable in this instance.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings. Landscape proposals will need to ensure that new development is integrated and positively contributes to or enhances the streetscene. In addition, proposals should seek to create, conserve or enhance biodiversity and improve access to nature by sustaining and, where possible, improving the quality and extent of natural habitat enhancing biodiversity in green spaces and among developments.

In this case, the proposal requires the removal of 16 of the 58 trees within the site. Whilst all category A trees would be retained the trees to be removed include nine category B trees and seven category C trees. All retained trees would be subject to protection measures in accordance with BS 5837; 2012. Moreover, details of additional semi-mature tree planting and a detailed hard and soft landscaping scheme have been submitted. This indicates that whilst 16 trees would be removed extensive new planting is proposed across the whole site as part of a comprehensive landscape masterplan by Lizard Landscape.

The applicant considers the setting of the school building to be of great importance and a high quality area is therefore proposed to the front of the school building, together with the retention of the existing hedge and comprehensive landscaping around the building and on the site boundaries. The frontage would be primarily hard surfaced, using suitable materials and incorporating vertical bar fencing. The priority for this area will be directed towards pupil activity, and the detailed design of this surface will reflect this requirement. Appropriate conditions will be imposed to ensure that this remains the case.

The application submission includes full details of the proposed hard and soft landscaping proposals throughout the site, and a Landscape Management Plan condition is recommended to ensure the successful establishment of new vegetation, and overall integration works within the surrounding landscape.

The landscaping strategy has had due regard to nature conservation interests, and with the

addition of a green roof to the rooftop of the building it would overall improve the quality and extent of natural habitat within this location. Whilst the trees to be lost would result in the loss of some natural habitat, the replacement planting and ecological measures are considered to acceptably mitigate against this while replacement trees are also proposed on site.

The Council's Trees Officer recognises that the new development would affect the character of the area and the streetscape, and that the new school and treatment to the front of the school building has the potential for creating a high quality and attractive space which can mitigate for the loss of the existing frontage trees.

It is noted that representations made on the application seek the retention of the trees on the site. However, whilst the proposal would result in the loss of trees and vegetation within the site, the comprehensive landscaping proposals are considered to be of a sufficiently high quality to mitigate against their loss.

An Ecological Appraisal Report has been provided in addition to a survey on likely bat presence. Following the recommendations of those reports a further bat survey was carried out. The reports conclude that there are no protected species on site which would be affected by the proposals.

Subject to conditions to secure the final details of the landscaping scheme it is considered that the proposal would accord with relevant Local Plan and London Plan policies.

In their comments the GLA suggest that careful consideration should be given to boundary treatments. Full details of these will be required by way of condition should approval be granted.

No objection is therefore raised to the proposals on landscaping or ecological grounds.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities would be provided within the service yard to the rear of the proposed main school building and accessed via Potter Street. The proposed facilities are considered to be acceptable in this location and full details would be required by way of conditions should planning permission be granted. However, it should be noted that the school ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy and Sustainability Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures such as ensuring the buildings will be well insulated, use of high efficiency boilers, energy efficient lighting, natural ventilation, etc, photovoltaic panels and air source heat pumps would be provided to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a 41% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements.

Whilst an amended Report has been submitted by the applicant in an attempt to address GLA comments relating to the proposed strategy, the Council's Sustainability Officer has advised that further details are nevertheless still required. However, notwithstanding this the applicant has demonstrated a clear commitment to meeting London Plan standards relating to carbon reduction and it is considered that the proposed measures could achieve this. Accordingly, the Council's Sustainability Officer has raised no objections subject to appropriate conditions.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or critical drainage area. However, records indicate that surface water pooling occurs along the eastern part of the site and it is noted that the southern most playing pitch is frequently out of use due to waterlogging. A drainage ditch runs alongside the eastern boundary and residents' comments that this often floods into their gardens are also noted.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. The Flood Risk Assessment proposes to control surface water on site and reduce the run off from the site by half in compliance with the London Plan and Council Policies. A number of measures are proposed to control run-off from the site, including the provision of a green roof, a rainwater harvesting system, provision of permeable paving and swales.

The Flood Risk Assessment also acknowledges that the School has responsibility to maintain the parts of the drainage ditch falling into their ownership and this will be incorporated into a management and maintenance plan.

The Council's Flood and Water Management Specialist has confirmed that the proposals fully comply with pre-application advice and with London Plan and Council policies and has, as such, raised no objection, subject to a condition requiring detailed information. The Environment Agency have confirmed that they do not wish to comment on the application.

Notably, the GLA have advised that the development should achieve a green field run-off rate. However, although desirable, this is not a London Plan requirement. The Council is the lead flood authority and the Council's Flood and Water Management Specialist is satisfied that the applicant has maximised the measures to be incorporated within the site constraints. Accordingly, it is not considered that refusal could be justified on these grounds.

7.18 Noise or Air Quality Issues

Air quality

It is not considered that the proposed development would lead to such an increase in traffic over and above its existing consented use that it would have a significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections on these grounds.

Noise

This is an existing school site and, whilst the layout of the development would change, it is not considered that this would result in any significant increase in noise levels such that refusal could be justified.

Whilst the all weather pitch would arguably lead to an intensification of this part of the site, which was previous playing field, notably no floodlighting is proposed and, accordingly, its use would be regulated by daylight hours in any case. An informative is added to make the applicant aware that full planning permission would be required for floodlighting.

7.19 Comments on Public Consultations

The majority of concerns raised by residents have been addressed in the report.

Point (xiv) suggests that inadequate consultation has been carried out. The Local Planning Authority has consulted over 790 local residents and posted site and press notices. This is in line with statutory guidelines.

Point (xvi) raises concern over impacts from the demolition and construction works. The applicant is required to have a Construction Project Plan for the duration of the construction works. The development would also be subject to environmental protection legislation.

Point (xix) raises concern that the proposal would give rise to anti-social behaviour. While the proposal would obviously introduce activity within the area there is no evidence to suggest that the new school would cause anti-social behaviour.

Point (xxx) refers to lights being left on. The energy statement includes measures to prevent this occurring 'occupancy lighting' will be used which will mean lights switch off when rooms are not in use.

The other concerns raised by residents are considered to be fully addressed within the body of the report.

7.20 Planning obligations

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

In this instance planning obligations relating to the provision of additional traffic impact studies, associated mitigation measures, provision of a Travel Plan and project management and monitoring are required.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposed development is considered to fully comply with local, regional and national planning policies relating to the provision of new and/or enhanced educational facilities. Furthermore, despite Sport England's objection, the development would notably not result in the loss of any sports pitches and it is considered that the significant improvements proposed to the quality of indoor and outdoor sports provision across the site more than mitigates against any small loss in playing field which might occur, such that the proposal

also fully complies with current playing field policy. It is also considered that, on balance, the educational need for the development outweighs any impact the development might have on sports provision.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic and parking demand that refusal could be justified on highway grounds.

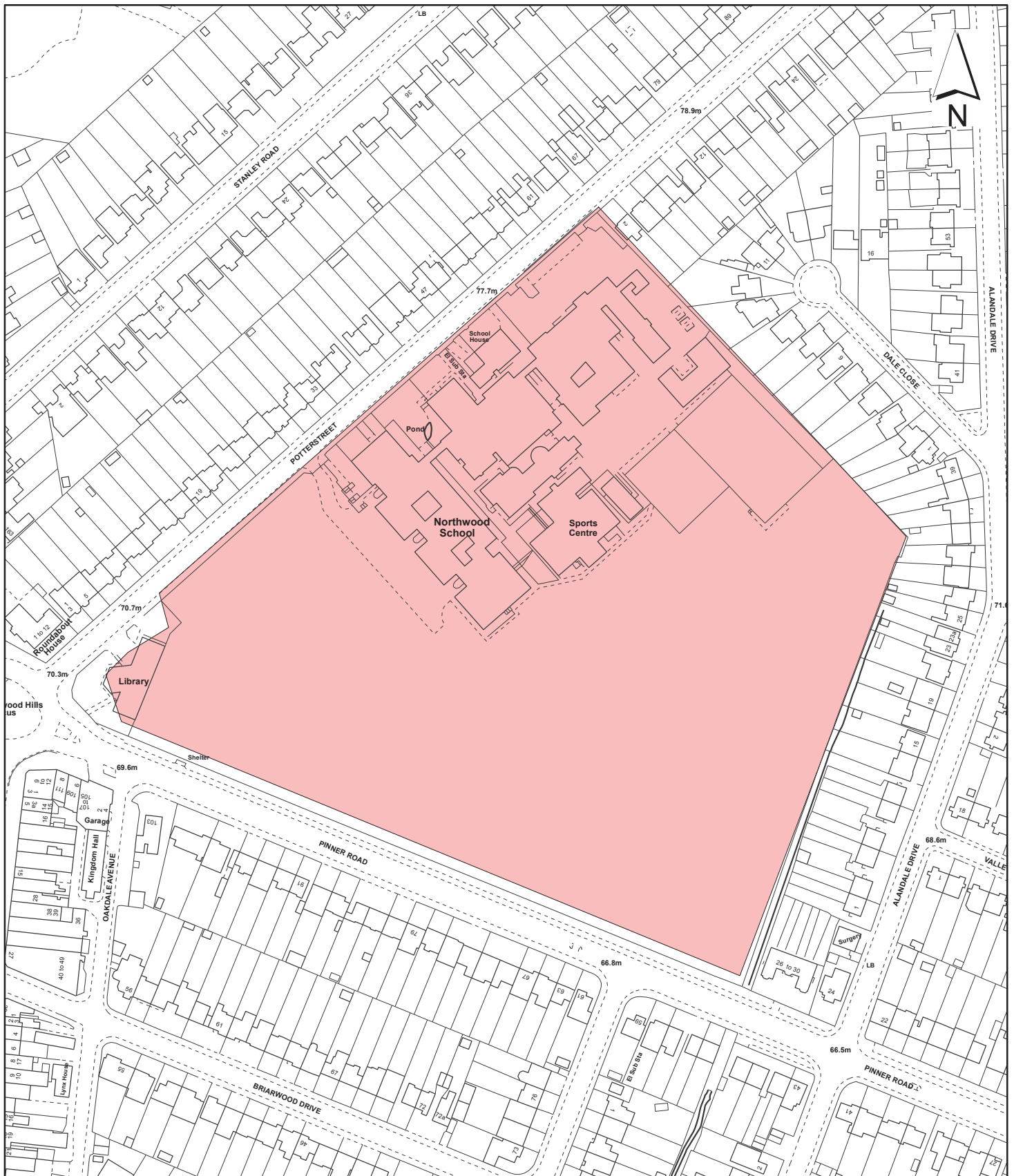
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended, subject to referral of the scheme to the GLA and the Secretary of State.

11. Reference Documents


Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Johanna Hart

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Notes

 Site boundary
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Site Address

Northwood School
Potter Street
Northwood

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:

12850/APP/2014/4492

Scale

1:2,200

Planning Committee

Major Page 165

Date

March 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address 555 STONEFIELD WAY RUISLIP

Development: DEMOLITION OF AN EXISTING INDUSTRIAL BUILDING AND THE CONSTRUCTION OF A 3 STOREY INDUSTRIAL UNIT (USE CLASS B1B) AND PEDESTRIAN LINK TO UNIT 4 BRADFIELD ROAD WITH ANCILLARY WAREHOUSE AND OFFICE SPACE AND CAR PARKING.

LBH Ref Nos: 70454/APP/2015/383

Drawing Nos: P-05 F-Prop 1st 2nd Roof plans-P-05
1000- 161 - T1
130115_Rev A Accessibility Statement
190115_Rev B DAS
20150129 Covering Letter
270115_Substation_with_GRP_enclosure
527P01 B 555 Stonefield Way Ruislip Landscape Layo
527P02 B 555 Stonefield Way Ruislip Proposed Plant
J2268-C-100
P-01 C-Site Location Plan
P-02 C-Existing site plan-existing site survey
P-03 C-Existing Elevations-Existing survey elevati
P-04 G-Site Ground Floor Plan P-04
P-06 E-Prop Elevations-P-06
P-07 D-Prop Sections-P-07
P-08 B-Site levels-P-08

Date Plans Received: 02/02/2015 **Date(s) of Amendment(s):** 10/03/2015
Date Application Valid: 04/02/2015 02/02/2015

1. SUMMARY

The application seeks full planning permission for the redevelopment of the site to provide a three storey industrial building and pedestrian link to the adjacent building of Unit 4 Bradfield Road (Use Class B2b) (total floor area of 4,480sqm together with car parking to the front.

26 local neighbours, businesses and local amenity groups were consulted in February 2015. One letter was received, raising concern regarding the impact that construction may have on the local highway and that a condition should be attached requiring repairs where damage occurs. It is not possible to secure such a condition on the permission but there are provisions within the Highways Act 1980 to deal with such matters. The comment also raises traffic generation as an issue which has been assessed and considered acceptable.

It is considered that the proposed development is acceptable in principle in the Strategic Industrial Location. It is appropriately designed within the context of the industrial location and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended subject to the completion of a S106 Legal Agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Green Spaces and Culture 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:

i) Construction Training: in line with the SPD a contribution or in-kind scheme delivered will be required to address training during the construction phase of the development. If the contribution is to be delivered as a financial contribution then it should be in line with the formula which is £2,500 for every £1m build cost + Co-ordinator = £14,600 total contribution.

ii) Travel Plan and Bond (£20,000)

iii) Project Management & Monitoring Fee = 5% of total cash contributions

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 6 May 2015, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of employment and Travel Plan). The proposals therefore conflicts with Policies AM2, AM7 and R17 of the adopted Local Plan, London Plan Policy 2.15, the National Planning Policy Framework, the National Planning Practice Guidance 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 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 following plans:

P-05 F-Prop 1st 2nd Roof plans-P-05
1000- 161 - T1
270115_Substation_with_GRP_enclosure
527P01 B 555 Stonefield Way Ruislip Landscape Layout
527P02 B 555 Stonefield Way Ruislip Proposed Plant
J2268-C-100
P-01 C-Site Location Plan
P-02 C-Existing site plan-existing site survey
P-03 C-Existing Elevations-Existing survey elevation
P-04 G-Site Ground Floor Plan P-04
P-06 E-Prop Elevations-P-06
P-07 D-Prop Sections-P-07
P-08 B-Site levels-P-08

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 (July 2011).

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:

Reduction in energy use and renewable technology installation [Sustainability & Energy Statement Ref: 14-S074-002v3]
Accessibility measures [130115_Rev A Accessibility Statement and 190115_Rev B DAS]
Waste and refuse arrangements [Waste Management Statement]
Parking arrangements [Transport Statement SBRuislip.1]
Landscape and maintenance [Landscape Maintenance/Management Plan]
Sustainable drainage [Drainage Strategy & Civil Basis of Design Ref: J2268-03 Rev X2]
Air quality measures [Air Quality Assessment Ref: J2150/1/F1]
Contaminated land [Phase 1 Desktop Report and Phase 2 Site Investigation Report Ref: 14.837 and Additional Monitoring Letter Ref: 14.8371.1]
External materials [Samples Board]

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

REASON

To ensure that the development complies with the objectives of Policies of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) and Section 55 of the Town and Country Planning Act 1990 (as amended), the building(s) shall be used only for purposes within Use Class B1b of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) nor shall the site be subdivided.

REASON

In order to ensure the use and operation of the site are acceptable in terms of transport, servicing, deliveries, refuse, air quality in accordance with Policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

The development shall be carried out in accordance with the approved landscape plans and the following shall be implemented prior to the occupation of the development:

- 1) 32 car parking spaces including 3 disabled and 12 electric charging points (6 active, 6 passive)
- 2) 60 cycle storage spaces
- 3) 2 motorcycle parking spaces

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, BE38 and AM14 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 (July 2011)

7 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 COM30 Contaminated Land

- (i) The development hereby permitted shall not commence, except for demolition, until a

scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document 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 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; and

(b) 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, along with details of a watching brief to address undiscovered contamination.

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 NONSC Non Standard Condition

Prior to occupation of the, the following details shall be submitted to and approved in writing by the Local Planning Authority:

Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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 (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

10 N11 Control of plant/machinery noise

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".

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

INFORMATIVES

1

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

2 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.

3 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).

4 I16 **Directional Signage**

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

5 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).

6 I23 **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

7 I25 **Consent for the Display of Adverts and Illuminated Signs**

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

8 I25A **The Party Wall etc. Act 1996**

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

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

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

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

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 - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

10 I34 **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

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

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

11 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).

12 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 (July 2011) and national guidance.

LPP 2.17	(2011) Strategic Industrial Locations
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
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
NPPF	National Planning Policy Framework
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within the South Ruislip Industrial Estate to the south of Victoria Road. The application site is approximately 0.6 hectares and bounded by Stonefield Way on the northern side. The site is currently accessed from Stonefield Way.

The site is currently occupied by a two storey building with a floor area of 1,811sqm in B1c use.

3.2 Proposed Scheme

The proposed development comprises the demolition of the existing building and erection of a three storey industrial building and pedestrian link to the adjacent building of Unit 4 Bradfield Road (Use Class B2b) (total floor area of 4,480sqm together with car parking to the front.

3.3 Relevant Planning History

Comment on Relevant Planning History

There are no relevant decisions.

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- LPP 2.17 (2011) Strategic Industrial Locations
- 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
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- NPPF National Planning Policy Framework
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.18 (2011) Construction, excavation and demolition waste
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.13 (2011) Parking

- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th February 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 26 local owner/occupiers on 4 February 2015. The application was also advertised by way of site and press notices. One letter has been received with the following comments:

Crown owns and occupies the property adjacent to the proposed development. Whilst we have no specific objection to the development itself, we do have concerns re the current poor condition of the road surface of Stonefield Way and the further detrimental impact of large and heavy construction vehicles using this road to access the site, and the incremental volume of HGV's using the road once the development is complete.

We would request that it is a condition of granting planning permission that the developer is required to make good any further damage caused to the road as a result of use by its vehicles during construction.

In addition, we have concerns re additional commercial vehicles using Stonefield Way once the development is completed. This road is congested at times, and we would request that it is a condition of granting planning consent that adequate off-road parking is included on the proposed site to avoid stacking of commercial vehicles on Stonefield Way waiting to load or unload.

Network Rail

We would draw the councils attention to the following Rail Accident Investigation Branch report into 'Penetration and obstruction of a tunnel between Old Street and Essex Road stations, London 8 March 2013', which concluded:

5 The intent of this recommendation is to ensure that the planning approval process reduces the risk to railway infrastructure due to adjacent developments.

The Department for Communities and Local Government should introduce a process to ensure that Railway Infrastructure Managers are made aware of all planning applications in the vicinity of railway infrastructure. This process should at least meet the intent of the statutory consultation process (paragraphs 97f and 101).

(1)

Network Rail requests that the developer submit a risk assessment and method statement (RAMS) for the proposal to Network Rail Asset Protection, once the proposal has entered the development and construction phase. The RAMS should consider all works to be undertaken within 10m of the operational railway. We require reviewing the RAMS to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway. The developer should contact Network Rail Asset Protection prior to works commencing at AssetProtectionLNWSouth@networkrail.co.uk to discuss the proposal and RAMS requirements in more detail.

Heathrow Aerodrome Safeguarding

No objection.

Thames Water

Waste Comments

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. They can be contacted on 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 contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

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.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333

Internal Consultees

Access Officer

No objection.

Highways

No objection subject to conditions restricting subdivision and change of use.

Trees and Landscaping

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

- No trees or other landscape features of merit will be affected by the proposal.
- Bradford Smith's drawing No. 527-P-01 Rev B, Landscape Layout Plan, shows hedging and tree planting along the front boundary and the retention of existing shrubby vegetation on the railway boundary to the rear.
- Drawing No. 527-P-02 Rev B, Proposed Planting Plan, provides details of the 4No. trees to be planted together with new hedging and ground cover planting. This is supported by a Planting Schedule, Specification and excellent Tree Pit Detail - all designed to secure the establishment of a high quality landscape scheme, within a small space. This proposal will do much to enhance the visual / environmental quality of the site and surrounding area.
- If the application is recommended for approval, further landscape conditions are not required, provided that the drawings referred to are among the approved drawings.

Contaminated Land

I refer to your consultation of 9 February 2015. The reports are sufficient to support the planning application. We should require the appendices of the Phase 2 report to fully review the report as these have such matters as the borehole logs and locations, photographs and full chemical testing data. I can make the comments below.

The Desk Top Study lists the potential issues on the site, and past uses on surrounding sites that may have affected the site. It appears the site was used as a 'Works' being marked as an Engineering Works on one map. It may have been used for a soft drinks depot and printing business more recently. A small pond was present on the site in the past which may have been filled. Surrounding and nearby sites include a motor repair works, chemical works, paint works and metallising works. The site walkover noted some nearby tanks and asbestos roofing on site. The report gives a good idea of the site's potential pollutant linkages and provides a conceptual model.

The site investigation based on the desk study provides data from two deep boreholes and six trial pits. Made ground is present as expected to about 1 metre depth above a clay strata. The chemical tests were carried out on 6 soils and are stated to meet the guidelines (commercial use). Only 2 rounds of gas monitoring were undertaken and gas protection was not recommended although some carbon monoxide found required further consideration. I would recommend some further gas monitoring to meet CIRIA 665 guidelines, 4 or 6 rounds are usually recommended for commercial developments unless high risk designation. Two trial pits (no 5 and no 7) had white asbestos present. Some odours were noted in these two trial pits (hydrocarbon odour in no 5 and sweet odour in no 7). Although no onerous contamination issues have been found

The report proposes that a verification report is written following the site works. As this site is an industrial site excavations may reveal further contamination. I would advise applying our standard contaminated land condition, COM30 to ensure that the site is correctly remediated where necessary and a validation report is submitted as proposed in the Phase 2 report.

- (i) The development hereby permitted shall not commence, except for demolition, until a scheme to

deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document 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 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; and
- (b) 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, along with details of a watching brief to address undiscovered contamination.

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Flood and Water Management

Acceptable with the only requirement for a management and maintenance plan which does not need to be pre-commencement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy E1 of the Local Plan: Part 1 states that the council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL).

Policy LE2 of the UDP states that IBAs are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and Sui Generis Uses appropriate in an industrial area.

Policy 2.17 of the London Plan states that the Mayor and boroughs should promote, manage and where appropriate protect Strategic Industrial Locations (SILs).

The application site is designated as an Industrial and Business Area (IBA) in the UDP and a Preferred Industrial Local in the London Plan. The proposed development comprises the demolition of the existing building in B1c use and development of a new building for B1b use together with the adjoining site of 4 Bradfield Road. This use is considered to be acceptable in principle with regards to Policy E1 of the Local Plan: Part 1, Policy BE2 of the UDP and Policy 2.17 of the London Plan.

7.02 Density of the proposed development

The proposed development is for a proposed B1b use and as such, the density is not considered to be relevant to the determination of the application.

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

There are no heritage designations on the site and therefore the proposed development is considered acceptable in this regard.

7.04 Airport safeguarding

No objections have been received regarding airport safeguarding.

7.05 Impact on the green belt

The site is not located within or near to the Green Belt. As such, it is considered that the scheme would not impact on the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE13 of the UDP seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

The proposed development comprises the demolition of the existing two storey building and erection of a new three storey building on the site. The existing building is not of any particular architectural quality and does not contribute in character and appearance to the street scene and surrounding area. The proposed building is considered to be of a good quality and related to the site and surrounding area in terms of use and appearance. Materials have been submitted and are considered appropriate.

Policy BE38 of the UDP requires new development to incorporate landscape proposals. The proposal includes landscaping to the front of the site which is considered to improve the overall street scene. The landscaping proposals have been reviewed by the Council landscape Officer and considered acceptable.

7.08 Impact on neighbours

Given the industrial location of the application site, there are no immediate residential properties that are considered to be affected by the development proposal. However, plant is proposed at the rear of the site which may impact on residential properties on the other side of the railway corridor. To mitigate this, a condition will be attached which seeks a limit on the noise at these properties.

7.09 Living conditions for future occupiers

The proposed development is for a proposed B1b use and as such, the standard of residential accommodation is not considered to be relevant to the determination of the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport

grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Policy AM7 of the UDP which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

(i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or

(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

The application is accompanied by a Transport Statement which sets out the potential impact of the proposed development on the local highway network. The proposed redevelopment of the site includes a change of use from B1c to B1b use which will operate with the adjacent building of 4 Bradfield Road. The development will have a gross internal floor area of 4,480sqm which represents an increase of 2,669sqm above the existing building. The site has a PTAL of 1b - very low.

The transport Statement sets out that the proposed development will result in a reduction of the total vehicular trips and heavy goods vehicles compared to the existing situation. The Statement is based on evidence of the existing operation at 4 Bradfield Road which is considered acceptable. However, as the Statement has only assessed a specific B1b use it has not been possible to determine whether other B1 uses would have a greater impact. For this reason it is necessary to restrict the use of the building to only a B1b use and permission would be required to change the use of the building. A travel plan has also been submitted which seeks to encourage sustainable travel. Subject to the condition restricting the change of use and securing the Travel Plan through Section 106, the development is not considered to have any material traffic impact on the adjoining highway network.

A total of 32 vehicle parking spaces are proposed at the front of the development which includes 3 disabled bays. The level of parking provision is considered acceptable. A total of 12 electric charging bays will also be provided (6 active and 6 passive).

2 motorcycle spaces will be secured on site by condition. A total of 60 cycle parking spaces in a covered area between the two buildings which will serve both buildings.

Servicing and deliveries to the two units will take place via the existing unit on Bradfield Road. This is considered acceptable but in order to ensure that the alternative servicing arrangements are acceptable in the event that the site is subdivided, a condition will be attached restricting subdivision.

Based on the above assessment there are not considered to be any objections to the proposed development on highway grounds.

7.11 Urban design, access and security

Issues of design, access and security are covered elsewhere in this report.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and

within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The Council access officer has reviewed the proposals and finds them acceptable in terms of accessibility and disabled access.

7.13 Provision of affordable & special needs housing

The proposed development is for a proposed B1b use and as such, the provision of affordable housing is not considered to be relevant to the determination of the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the UDP seeks the provision of new planting and landscaping wherever it is appropriate. Landscaping details and a maintenance plan has been submitted to the council. The council Landscape officer has reviewed the proposals and considers them acceptable.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site

The application is accompanied by a Waste Management Statement which sets out the likely waste generation and arrangements for collection. The proposed building will utilise the existing arrangements of the adjacent building which is considered acceptable in this instance. If the site was subdivided in the future, waste management details would be required along with details of servicing and deliveries as set out in 7.10 of the report.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan and the London Sustainable Design and Construction SPG require developments to provide for reductions in carbon emissions, including a reduction of 35% in carbon emissions beyond 2013 Building Regulations.

The application is accompanied by an Energy and Sustainability Statement. This sets out that the development will achieve a 35.3% reduction in annual CO2 emissions beyond 2013 Building Regulations through energy efficiency measures and renewable energy through PV cells. The proposal is therefore acceptable with regards to Policy 5.2 of the London Plan and the London Sustainable Design and Construction SPG.

7.17 Flooding or Drainage Issues

The site is less than 1 hectare in size and is within Flood Zone 1 and therefore a Flood Risk Assessment is not required. The applicant has submitted a Drainage Strategy demonstrating that the proposals will control surface water on site. The assessment has been reviewed by the Council's Flood and Water Management Officer who raises no objections to the proposed development subject to a condition requiring further details of the management and maintenance of the sustainable water management system.

7.18 Noise or Air Quality Issues

The site is not located within an Air Quality Management Area (AQMA) but the use has the potential to impact on emissions. An Air Quality Assessment has been submitted to the Council which demonstrates that the development will not impact on emissions. Consequently a contribution of towards air quality monitoring in the locality is not required in this instance. In the event that there is a change of use or subdivision which has the

potential to impact on air quality, this will be assessed in any future application.

7.19 Comments on Public Consultations

The one comment received from the public consultation requested that a condition be placed on the permission that any road damage during construction should be repaired by the developer. In this instance it is not considered appropriate to place a condition on the permission as damage to highways is covered in the Highways Act 1980 and therefore such a condition would be considered unreasonable in accordance with Planning Practice Guidance. The traffic issues raised have been addressed in this report.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought would be as follows:

1. Construction Training: in line with the SPD a contribution or in-kind scheme delivered will be required to address training during the construction phase of the development. If the contribution is to be delivered as a financial contribution then it should be in line with the formula which is £2,500 for every £1m build cost + Co-ordinator = £14,600 total contribution.

2. Travel Plan and Bond (£20,000)

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. However, whilst the applicant has agreed to the Heads of Terms, the S106 has not been signed and as such the proposal fails to accord with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The Council has recently adopted its own Community Infrastructure Levy (CIL), however as the proposed development is for a B1b use Sui Generis Use the development is not considered to be liable for the Hillingdon CIL.

The Mayor of London's CIL includes a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Contaminated Land

The applicant has submitted a contaminated land assessment which largely demonstrates that the site is free from contamination. The assessment has been reviewed by the Council Contaminated Land Officer and additional survey work has been carried out at their request. It has not been possible to survey the land under the building and therefore a condition will be attached that further work is carried out after demolition and submitted to the council before the remaining development commences. This will be secured through condition.

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

None

10. CONCLUSION

The application seeks full planning permission for the demolition of the existing building and erection of a three storey industrial building and pedestrian link to the adjacent building of Unit 4 Bradfield Road (Use Class B2b) (total floor area of 4,480sqm together with car parking to the front.

The proposed use in the industrial location is considered acceptable in principle and the design is appropriate. The traffic impacts of the development have been assessed and subject to appropriate conditions and Section 106 are considered acceptable.

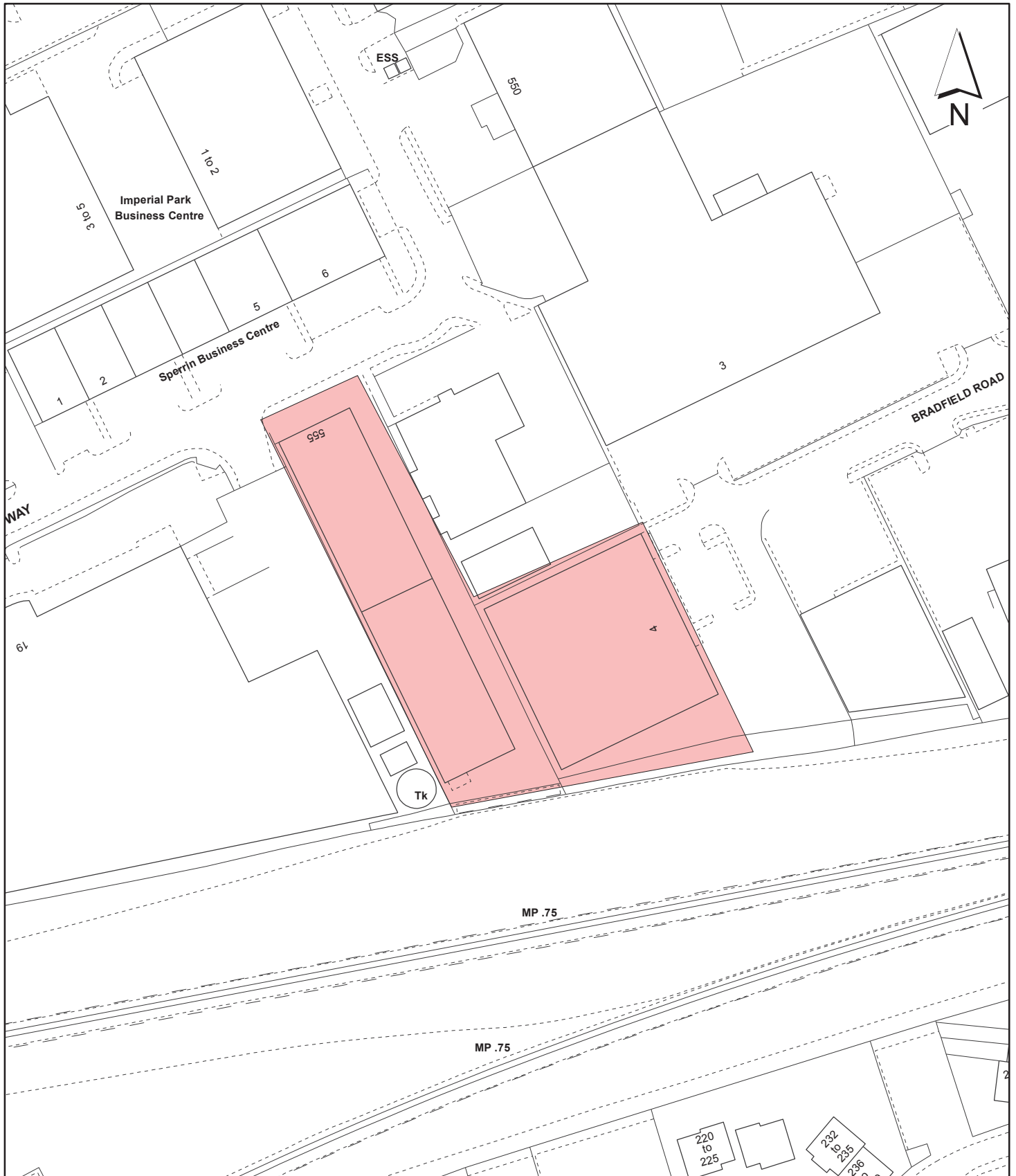
In view of the above, the proposal is considered to comply with relevant national, regional and local planning policy and, as such, approval is recommended, subject to the completion of a S106 Legal Agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations July 2014
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Peter Higginbottom

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**555 Stonefield Way
 Ruislip**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:
70454/APP/2015/383

Scale
1:1,250

Planning Committee
Major Page 187

Date
March 2015



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Report of the Head of Planning, Sport and Green Spaces

- Address** FORMER WEST DRAYTON POLICE STATION STATION ROAD WEST DRAYTON
- Development:** Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi detached houses, together with a 4 storey block of 31 flats, a with associated car and cycle parking and access road.
- LBH Ref Nos:** 12768/APP/2014/1870
- Drawing Nos:**
- 1105 PA 101 Views
 - 1105 PA 102 Views
 - 1105 PA 103 Views
 - 1105 PA 104 Views
 - Air Quality Assessment
 - Arboricultural Assessment Report
 - Energy Assessment
 - Noise Impact Assessment
 - Sustainability Report
 - Transport Statement 4th Issue
 - Tree Assesment for Bats
 - DAS Heritage & Planning Statement received 24-11-14
 - 1105 PA 002 Rev. A
 - 1105 PA 001
 - 1105 PA 010 (fe) Rev. C
 - 1105 PA 011 Rev .C
 - 1105 PA 012 Rev . B
 - 1105 PA 013 Rev. C
 - 1105 PA 014 Rev. C
 - 1105 PA 015 Rev B
 - 1105 PA 016 Rev. B
 - 1105 PA 039 Rev. A
 - 1105 PA 030 Rev B
 - 1105 PA 022 Rev. B
 - 1105 PA 031 Rev. B
 - 1105 PA 032 Rev. A
 - 1105 PA 033 Rev. A
 - 1105 PA 040
 - 1105 RP FWDPS Lifetime Homes & Wheelchair Housing Appraisal.
 - 1105 PA 106 Rev. A ARTIST IMPRESSIONS
 - 1105 PA 105 Rev. A ARTIST IMPRESSIONS
 - 1105 DAS FWDPC Revised D & A Statement
 - 1105 PA 041
 - 1105 PA 042
 - Archaeological Evaluation Ref: CBAS0557
 - 5392_101c
 - 5392_100c
 - 1105 PA 021C
 - 1105 PA 020B
 - 1105 PA 003B

1105 010E
Solar Slate PV Tiles Brochure

Date Plans Received:	30/05/2014	Date(s) of Amendment(s):	30/05/2014
Date Application Valid:	10/06/2014		23/02/2015
			13/11/2014
			24/11/2014
			07/11/2014

1. SUMMARY

Planning permission is sought for residential development involving the demolition of all the existing buildings on the former West Drayton Police Station Site site and the erection of a 4 storey block at the front of the site containing 31 flats, with 6 pairs of 3 storey semi detached houses at the rear of the site, together with associated car parking, access and landscaping.

The entire site is located within the West Drayton Green Conservation Area and within an Archaeological Priority Area. Drayton Hall, which abuts the site to the north, is a Grade II Listed building.

The principle of housing on the site is acceptable given that the Mayor's Office for Policing and Crime has disposed of the site on the basis that it is surplus to its requirements and replacement facilities are being provided in the vicinity, which adequately meet the policing needs of the local population. In addition, the site has been marketed since 2013, but no community based operators have expressed an interest in acquiring the site for these purposes.

106 surrounding property owners/occupiers have been consulted 6 letters have been received objecting to the proposal mainly on the grounds of inadequate services in the area and impact on residential amenity.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of overdominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific Conservation Area constraints of this site.

The proposed sustainability measures will enable a reduction in CO2 emissions and the provision of on-site renewable energy. Given the applicant's agreement in principle to provide renewable energy measures as part of the development, it is considered that this matter could be dealt with by a suitable planning condition in the event of planning permission being granted.

There are no adverse impacts upon ecology or archaeology and highway and pedestrian impacts are considered to be acceptable. The application is therefore recommended for

approval, subject to conditions and a S106/278 Agreement.

2. **RECOMMENDATION**

A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

(i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access widening along the site access road and at the junction with Station Road, (which shall be constructed as a Heavy Duty Crossover), and the details of Yellow Box road markings adjacent to the site access.

(ii) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution of £35,000

(iii) Air Quality: The applicant provides a financial contribution in the sum of £12,500.

(iv) Affordable Housing including a review mechanism

(v) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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 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) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by 7th. April 2015, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the 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:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 RES4 Accordance with Approved Plans

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

accordance with the details shown on the submitted plans, numbers

1105 PA 002 Rev. A
1105 PA 003 Rev. B
1105 PA 001
1105 PA 010 Rev. E
1105 PA 010 (fe) Rev. C
1105 PA 011 Rev. C
1105 PA 012 Rev. B
1105 PA 013 Rev. C
1105 PA 014 Rev. C
1105 PA 015 Rev. B
1105 PA 016 Rev. B
1105 PA 039 Rev. A
1105 PA 020 Rev. B
1105 PA 021 Rev. C
1105 PA 030 Rev. B
1105 PA 022 Rev. B
1105 PA 031 Rev. B
1105 PA 032 Rev. A
1105 PA 033 Rev. A
1105 PA 039 Rev. A
1105 PA 040
1105 PA 041
1105 PA 042
5392_101c
5392_100c

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 RES6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, 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:

- (i) fenestration and doors
- (ii) balconies including obscure screening (where applicable)
- (iii) boundary walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 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).

6 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.

7 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 (July 2011) Policy 3.16.

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

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage (31 secure spaces for the flats)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 49 vehicles, including 5 disabled parking bays and demonstration that 20 of the parking spaces (10 active and 10 passive) are served by electrical charging points and parking for 5 motor cycles.
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

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 surfacing/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 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 BE13, BE38 and AM14 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 (July 2011).

9 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the houses on plots 32 to 43 hereby approved.

REASON

To prevent overlooking to the adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 RES13 Obscure Glazing

The first and second floor bathroom windows of units 32 to 35 facing the Yiewsley and West Drayton Community Centre and the first and second floor landing windows in plots 32 to 43 shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Fenestration Details

Notwithstanding the submitted plans, details of the first floor oriel bedroom windows to plots 32 to 35 and screen fencing to the upper terrace of plot 32 facing the Yewsley and West Drayton Community Centre 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.

REASON

To ensure that the development presents a satisfactory appearance and to prevent overlooking to adjoining properties in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 RES14 Outbuildings, extensions and roof alterations

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 garages, sheds or other outbuildings, nor extension or roof alteration to any dwellinghouses shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers, in accordance with policies BE4, BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 RES15 Sustainable Water Management (changed from SUDS)

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 (July 2011) Policy 5.12.

14 RES16 Code for Sustainable Homes

The residential units shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

15 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

16 RES19 Ecology

Prior to commencement of development an ecological enhancement scheme based on the recommendations contained in the submitted Tree Assessment for Bats and Arboricultural Survey Report dated May 2014, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development shall proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

17 RES20 Traffic Arrangements - submission of details

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

18 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the 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.

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 . (July 2011).

19 RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 RES24 Secured by Design

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

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 London Plan (July 2011) Policies 7.1 and 7.3.

21 RES25 No 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 other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 RES26 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) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 RES5 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:

- Sustainability Report Revision 2 dated 27th May 2014
- Code for Sustainable Homes Certificate to Level 4
- 1105 RP FWDPS Lifetime Homes & Wheelchair Housing Appraisal. Wheelchair Units
- Tree Assessment for Bats
- Sound insulation in accordance with Section 6 of the Noise Impact Assessment Report 11221.NIA.01 dated 29th May 2014
- Air quality Assessment dated June 2014

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 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Plan (July 2011).

24 NONSC Plant and Machinery

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the Local Planning Authority 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.

REASON

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

INFORMATIVES

1 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.

2 I11 The Construction (Design and Management) Regulations 1994

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

3 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.

4 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).

5 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.

6 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

7 118 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).

8 119 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).

9 12 Encroachment

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

10 121 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).

11 124 Works affecting the Public Highway - General

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

12 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.

13 I25A **The Party Wall etc. Act 1996**

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

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

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

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

14 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).

15 I32 **Trees in a Conservation Area**

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

16 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).

17 I49 **Secured by Design**

The Council has identified the specific security needs of the application site to be: CCTV and boundary treatments. You are advised to submit details to overcome the specified security needs in order to comply with condition 20 of this planning permission.

18 I52 **Compulsory Informative (1)**

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

19 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 (July 2011) and national guidance.

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.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE11	Proposals for the demolition of statutory listed buildings
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential

OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
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
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework

20 I59 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. 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.

21 I6 **Property Rights/Rights of Light**

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

22

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

23

In the event that works to the access road reveal human remains, they must be handled in

accordance with the relevant provisions of The Burial Grounds Act 1857.

24

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £137,206.28, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition, the development hereby approved represents chargeable development under the Hilligdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be 350,417.72. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the former West Drayton Police Station which is currently unoccupied. The site is occupied by a three storey former police station, a 1960's building which is set back some way from the main road and part-concealed behind two tree belts. Single and two storey buildings are sited to the rear of the main Police Station. The front of the site comprises an area of grass land with various trees and shrubs and an access road leading up to the main building. The rear of the site which has been used as a car park since the 1960's is mainly hard surfaced and bordered by high boundary fencing and a listed wall. Part of the southern boundary is formed by existing out buildings. The front boundary with Station Road is planted with large conifer trees. Trees on the site and nearby are not protected by TPO but are afforded protection by virtue of their location within the West Drayton Conservation Area. There is a fall in levels from east to west from Station Road to the main building of approximately 2 and a half metres.

The surrounding area is characterised by a mixture of two and three storey buildings, which are mainly residential, with a range of commercial uses at street level opposite the site. These buildings are predominantly 1930's style with brick, pebble dash and painted rendered walls and clay tiled roofs.

To the south of the site is the Yiewsley and West Drayton Community Centre, whilst to the north is the statutory Grade 2 listed Drayton Hall, set in extensive grounds.

The site falls within the West Drayton Green Conservation Area and the proposed Colne Valley Archaeological Priority Area.

3.2 Proposed Scheme

Planning permission is sought for the erection of a four storey block at the front of the site containing 31 flats, 6 pairs of semi detached 3 storey town houses at the rear of the site, together with associated car parking, access and landscaping. A summary of the mix of housing is set out in the following accommodation schedule:

Type of Accommodation

1 bed 2 person: flats x 1
1 bed 2 person + study flats x 5
2 bed 3 person flats (standard) x 6
2 bed 3 person flats (larger) x 14
1 bed 2 person wheelchair flats x 1
1 bed 2 person + study wheelchair flat x 1
2 bed 3 person wheelchair flats x 2
3 bed 5 person houses: x 11
4 bed 6 person houses: x 1

The development would retain the open area in front of the site providing amenity space for residents of the proposed apartments, together with a children's play area.

Access to the site would be via Station Road, utilising the existing access arrangement. The single access road would run through the site providing access to the flats as well as the houses located to the rear. The remaining areas would be retained or returned to soft landscaping as private amenity spaces for the occupants of the development.

The 12 houses would be served by 19 car parking spaces generally situated to the front of the residential units to which they serve, with landscaping. The 31 flats would be served by 30 car parking spaces including 27 spaces within a lower ground floor car park. There is also provision for 24 cycle spaces in this lower ground floor car park and 9 at ground floor level. The proposal will involve the demolition of all the existing buildings on the site.

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

· Planning Statement

The statement describes the development and provides a policy context and planning assessment for the proposal. The statement concludes that the proposal is well conceived, robust and in accordance with the proper planning of the area.

· Heritage Statement

This statement sets out the history of the site and provides a context of the development in relation to the nearby Drayton Hall (Grade 2 listed) and the West Drayton Green Conservation Area, together with commentary on the listed garden walls at the rear of the site (part retained).

· Design and Access Statement

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

· Arboricultural survey

The statement has been prepared to ensure good practise in the protection of trees during the construction and post construction phases of the development.

· Energy Statement and Sustainability Statement

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

· Biodiversity Survey and Report

The report summarises the findings of a walk over survey, desk study and protected species assessment. Recommendations for protected species surveys have been made.

· Noise Impact Assessment

The assessment concludes that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design.

· Transport Assessment

The assessment considers the accessibility of the site, examines predicted generation trips by all modes, assesses the effect of the development on surrounding transport infrastructure and considers surfacing and refuse collection facilities. The assessment concludes that the development benefits from good levels of public transport accessibility, that net trip generation can be accommodated on the surrounding transport infrastructure and that the development through its design, will encourage the use of sustainable modes of transport.

· Statement of Community Involvement

The document summarises the consultation strategy with statutory and non statutory consultees, including local politicians, local community groups and neighbours.

· An Archaeological Evaluation

The report concludes that there was no evidence that the Post Medieval cemetery beside Drayton Hall extended south into the northern extent of the site.

3.3 Relevant Planning History

Comment on Relevant Planning History

None.

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.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

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.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
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BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
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
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
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LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st July 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. The application has been advertised as a development that affects the character and appearance of the West Drayton Green Conservation

Area and the setting of the Grade 2 listed building, Drayton Hall.

106 surrounding property owners/occupiers have been consulted. At the time of writing the report, 6 letters have been received objecting to the proposal. The contents are summarised below:

- Will the block of flats be laid back from the main road and are the trees adjacent to the road way going to remain and where will the entrance be located?
- I am concerned about safety and security to my property. Will you provide anti-climb facilities or security so my garden cannot be entered by residents?
- Will flats or top windows be over looking into my property?
- Will this be a private housing estate or council?
- Will building work be carried out during and throughout the evening?
- I have grave concerns at yet more homes being built in this area without the supporting infrastructure. Almost every primary school in the borough is already being enlarged and there is currently no local secondary school in West Drayton.
- My biggest concern is the deterioration of the service provided by the existing local doctors.
- I am all for sites such as these being developed but such a densely populated area needs a police station
- Planners cannot keep adding dwellings without providing services and taking into account the impact on local roads.
- I am pleased to see that houses are being provided but there are far too many children living in flats with no gardens
- This is a conservation area and the surrounding areas are already saturated with new housing developments making the area too congested.

ENGLISH HERITAGE (GLAAS)

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8)

emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision.

Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

This application lies within the Colne Valley Archaeological Priority Area on the edge of West Drayton village and its burial ground and in the former grounds of Drayton Hall. However, it is only supported by a cursory 'Heritage Statement' which is not compliant with the NPPF as it does not reference the Historic Environment Record nor does it assess the site's archaeological interest nor has it used the full range of sources which would be expected of an archaeological desk based assessment.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Desk Based Assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Further information on archaeology and planning in Greater London is available at:
<http://www.english-heritage.org.uk/professional/advice/our-planning-role/greaterlondon-archaeology-advisory-service/about-glaas/>

Please note that this advice relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

Further comments (26/2/2015)

I have now received an archaeological trial trench evaluation report on the above site. Having considered the report, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest because most of the land has been shown to have been quarried, probably in the early 19th century. Remains of later 19th century brick garden buildings were found in one trench but these were only heavily truncated foundations of negligible interest. Historic maps indicated that the existing site access road had probably encroached upon the 'Old grave Yard' of St. Martins Church - this is referred to in the Victoria County History of Middlesex as: "A new graveyard, given in exchange by Sir William Paget in 1550, continued in use until 1888. It lay off the Harmondsworth Road, in the grounds of Drayton Hall." Trial trenching did not find any graves but nor had the land been quarried suggesting that perhaps it was an unused part of the grave yard, alternatively the historic mapping may simply have been imprecise. I understand that it is anyway only intended to re-surface the existing access so I conclude that no further assessment or archaeological conditions are necessary.

However, in the unlikely event that works to the access road do reveal human remains they must be handled in accordance with the relevant provisions of The Burial Grounds Act 1857 - you may wish to add an informative to this effect to any planning consent.

(Officer Comment: Informative attached).

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

We are pleased to see that efforts have been made to design the proposed development to fit around the listed walls on the site. We also approve of the decision to site the block of flats towards the road frontage, and therefore as far away as possible from Drayton Hall. The site will not have as open an aspect as it currently does, but given the pressures for high-density development we consider a reasonably acceptable balance has been struck. The retention of the mature trees is key to the acceptability of the proposals, and we hope that where appropriate new trees will be planted so a succession is built up to allow for the inevitable death of mature trees as they reach the ends of their lives. The only feature of the plans that concerns us is the proposal to use the excavated material from under the block of flats to raise the level of the open land next to the road. We believe that the burial ground extends into this area and hope that adequate enquiries will be made (perhaps of the local history society) to confirm or deny it. If part of the site is a historic burial ground we would not like to see it covered with the depth of soil the present landscaping plans

propose

WARD COUNCILLOR

Concerns have been expressed by local residents on the above development within the Conservation Area. The design of the block of flats continues to give an austere appearance, not in keeping with the surrounding area, whilst the new semi-detached buildings are indeed very different from anything else in the immediate area. The site of the development can be seen easily from the public road, and therefore would not have a minimal impact on the Conservation Area. The site area is surrounded on the rear northern boundary by a listed wall, which continues around part of the western boundary.

This wall is likely to be a legacy from when the nearby Drayton Hall was once the seat of the De Burgh family. The development has therefore not taken the opportunity of using the long history of the site, and its prominent place within the Conservation area within the design of the 43 residences. In addition, the loss of 11 of the 35 trees on the site is of concern in an Air Quality Management Area.

Although the 12 semi detached houses will be well served by the 24 car parking spaces, the other 31 flats will not be so well accommodated. A reduction of 3 car parking spaces from the existing provision will mean that some problems with parking will be experienced by some residents within the flats. The additional accommodation in the area will mean even more pressure on local services, including school places, recreation facilities, health facilities. It is therefore necessary that if Members approve the scheme, a Section 106 or a CIL will need to be used to provide support for all these areas of need in the local area.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER

The site lies in the West Drayton Green Conservation Area, close to the grade II listed West Drayton Hall and within both a proposed APA and APZ. The old garden walls within the site are considered as curtilage listed to the Hall.

GLAAS need to be consulted on this application and may require further work to be undertaken on the archaeology of the site.

There are no objections to the demolition of the existing police station and the retention of the historic walls is welcomed. The general layout of the proposal is considered acceptable and there are no objections to a modern approach to the design of the new development. The retention and reinforcement of the existing tree screening on the boundary of the site will be an important element in terms of softening the appearance of the new building and integrating it with the existing context.

ENVIRONMENTAL PROTECTION UNIT

Air Quality

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO₂). The air quality assessment has considered the air quality impact at the application site as a receptor only and the operational impacts are judged to be 'minor adverse'. The assessment is reasonably conservative in approach and considers a mean background for the site for 2015 both with and without reductions in traffic emissions. It does not consider the air quality in the area without the development or cumulative impacts from nearby developments. It does not appear to consider car park emissions, and NO_x emissions from the energy source at the site with regard to NO₂ levels at the facade of the building. However, it does compare the building emission and transport emissions

from the development to the current GLA benchmarks for this type of development.

As the development is in an area already suffering poor air quality, and will not meet the transport emissions benchmark the following is requested:

Section 106

Section 106 obligation for £12,500 should be sought for contribution to the air quality monitoring network in the area and improving air quality (see comments below regarding transport emissions benchmark).

CERC modelling carried out for Hillingdon in 2011 indicates at the worst locations at the application site, NO₂ levels are likely to be slightly above the limit value of 40 mg/m³, for 2011. The air quality assessment has considered receptor height at 7.5 metres, which represents the second floor level, and exceedances are indicated at all the facade of the flats. This would suggest exceedances are likely from the ground up to the second floor (and likely on the third floor in some instances). The location of the boiler room or flues is not clear, nor is the ventilation details for the underground car park.

The air quality assessment indicates measures to mitigate air quality impacts on the internal environment and the development is considered acceptable in this regard.

The building emissions worked out in the assessment indicates the dwellings will not contain private domestic, gas-fired combination boilers and hot water and heating is supplied centrally. The total NO_x emissions from the proposed centralised boilers will be 11.5 kg/yr, which is lower than the building emissions benchmark of 94.5 kg/yr, which would suggest the building emissions are 'air quality neutral'. However, it should be noted the plans provided with the application do not indicate the location of the centralised energy provision at the site, and the Sustainability Report (Rev2) dated 27 May 2014 indicates hot water will be provided by highly efficient gas boilers with NO_x emissions less than 40 mg/kWh and PV. This does not clarify if it will be a few centralised boilers for the whole development or private domestic, gas-fired combination boilers for each residential unit. Clarification is required with regard to this and the following condition is recommended to ensure the building emissions will be below the benchmark for 'air quality neutral'. It should be possible to achieve this.

Air Quality Condition 1 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue 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 NO_x 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.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

The transport emissions benchmark will not be met by the proposed development, which is worked out using the annual trip generation of 43,592 (based on the daily trip estimate of 119.43 in the Transport Statement dated Apr/May 2014). The air quality assessment indicates it is not possible for the development to meet the transport emissions benchmark and be 'air quality neutral' without reducing the annual trip generation to 16,599 trips per year (approximately 45 a day). Mitigation measures with regard to this would need to be considered as part of the development.

No green travel plan has been submitted for the development. It is recommended the travel plan is used to at least partially address this and reduce car use, where it is not a zero or low emission vehicle, and encourage the use of more sustainable modes of travel. The travel plan condition is recommended for any permission that may be given, with a target to reduce trip generation. It is also recommended the electric charging point parking areas be limited for the use of electric vehicles only and if possible it should be extended to include parking for zero/low emission vehicles provided as part of a car club.

The GLA have outlined possible means of getting funding for abatement and or offsetting costs where the development is not 'air quality neutral'. It is not quite clear how this could be implemented within the Council at present. In the absence of a mechanism within the Council to address this, a request for the full s106 contribution for air quality is recommended, as it seems unlikely the full 62 percent reduction in trips from the development is achievable. We could potentially request £30K on a per tonne of excess NOx, based on the damage cost approach as set out in the air quality assessment.

Land Contamination

No information has been submitted with the application regarding land contamination. The design and access statement indicates a contamination desk study will be undertaken prior to development and the application correctly indicates the proposed use would be particularly vulnerable to the presence of contamination. The standard contaminated land condition is recommended for inclusion in any permission given. The soils condition is also recommended, and soil testing needs to be carried out to demonstrate the development is suitable for use. It is noted for the flats that a basement car park is proposed, but the area identified as being potentially contaminated is the car park, which will have houses with private gardens as a consequence of the development. The site investigation information should be provided as soon as possible.

Contaminated Land Condition

(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 Document 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; and

(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, along with details of a watching brief to address undiscovered contamination.

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The following condition needs to be included in any permission given to ensure the soils are suitable for use, if any areas of soft landscaping or planting are created as part of the development.

Condition to minimise risk of contamination from garden and landscaped areas

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

ACCESS OFFICER

The Site is located within the West Drayton Green Conservation area close to Drayton Hall. Planning permission is sought to demolish the former West Drayton Police Station to make way for a range of residential units comprising flats and houses. The flats would be located at the front of the site, and the houses at the rear. The houses would each be provided with two parking spaces and the flats one space.

A Lifetime Homes & Wheelchair Housing Appraisal has been submitted demonstrating that the development can be built to relevant standards. This can be conditioned in the event of an approval.

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: The site is occupied by a three storey former police station, a 1960's building which is set back some way from the main road and part-concealed behind two tree belts.

Situated within the former grounds of West Drayton Hall, the site now lies to the south and east of Drayton Hall and its remaining grounds. The front of the site (eastern half) is currently an undeveloped area of grassland with occasional trees. This area is low lying compared with the adjacent boundaries. The old police station and parking area / yard occupies the centre and western part of the site and is surrounded by old brick walls of London stock. There are also some single and

two- storey out- buildings

Trees on the site and nearby are not protected by TPO but are afforded protection by virtue of their location within the West Drayton Conservation Area.

PROPOSAL: The proposal is to demolish the existing police station, outbuildings and concrete hard-standing, part retention of the listed walls and the construction of 12 semi-detached houses, together with a 4-storey block of 31 flats, with associated car and cycle parking and access road.

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

- The Design & Access Statement adheres to the format recommended by CABI. Section 8.0 considers the landscape.
- 8.1 considers the existing landscape elements. It notes the effectiveness of the tree screen along the eastern boundary, the trees lining the access road (north), a 'small cluster of deciduous trees adjoining the boundary to the Community Centre (south) and a number of small trees spaced around the lawn.
- It also notes the presence of off-site trees, within the grounds of Drayton Hall to the north, which contribute to the sense of enclosure on all boundaries.
- 8.2 summarises the findings of the tree survey. 35No. trees have been identified and assessed. 11No. will be removed to facilitate the development, of which 3No. are 'B' category - leaving 15No. 'B' category trees unaffected.
- 8.3 assesses the topographical character of the site and confirms that there is a depression in the site between the front boundary and the front of the police station.
- 8.4 describes the proposal for the front of the site with the tree screen along the road, the northern side of the drive and the group near the community centre boundary all being retained as important boundary features.
- 8.5 explains the design philosophy for the rear of the site. Tree loss will be minimal and 'significant areas' of hard landscaping will be replaced with gardens and communal planted areas. New tree planting will enhance the new road system. It is intended to have open plan front gardens, defining boundaries with planting rather than fences. This is a positive design concept.
- 8.6 and 8.7 explain the access road and the strategy for the boundary treatments.
- Phlorum's Arboricultural Impact Assessment Report considers the quality and value of the trees on site, the impact assessment and provides a method statement.
- The report confirms (3.3) that 40No. trees/groups/hedgerows were surveyed, including those immediately outside the site.
- 2No. trees are category 'A' trees (T12 and G37) , 18No. are category 'B' (G1, T2, T3, T8, T9, T10, T14, T15, T16, T18, T20, T21, T23, H24, T30, T34, T39 and T40) and there are 18No. category 'C'. There is no objection to this assessment.
- Phlorum's drawing No. PJC/3383/14/B, Tree Protection Plan, indicates the locations of the trees to be retained and the setting out of proposed tree protection fencing, the details of which are specified.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS: No objection, subject to the above observations and RES6, RES8 (as submitted), COM9 (parts 1,2,4,5, and 6) and RES10.

SUSTAINABILITY OFFICER

No objections are raised to the proposed development.

Energy Comments

The development suitably demonstrates a 40% reduction in CO2 largely through the use of PV panels. The roof plans show these incorporated into the design. I therefore have no need for energy conditions subject to the development being completed in accordance with the submitted energy report.

Ecology Comments

The proposed development results in the loss of several trees and although the site is unlikely to have significant value for wildlife, the national planning policy framework requires a net gain in biodiversity value. The loss of trees and general loss of wildlife value requires the final designs to demonstrate a net gain. The following condition is therefore necessary:

CONDITION

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

HIGHWAY ENGINEER

The development is for the demolition of the existing police station and the construction of 12 houses (10 x 3 bedroom and 2 x 4 bedroom) and 31 apartments (2 x 1 bedroom and 29 x 2 bedroom). As part of the proposals, 49 car and 43 cycle parking spaces will be provided within the site. Vehicle and pedestrian access to the site will be provided from Station Road via the existing access, which will be widened to accommodate two-way traffic and a yellow box road markings will be provided across the site access.

When reviewing the Transport Statement (TS) submitted in support of the proposals, an assessment of the existing and proposed trip generation at the site has been undertaken using the TRICS Database. However, the assessment is not representative, in part, due to the location of the selected sample sites and the category of the existing use at the site. Nevertheless, it is considered that any increase in vehicle trips as a result of the development, would not have a material impact along the adjacent highway network.

From assessment of the PTAL index within the adjacent area, this has been identified as 2, which is classified as poor. However, it is noted that the site is located directly adjacent to public transport facilities, including bus stops and shelters. In addition, it is noted that West Drayton Rail Station, which will be upgraded as part of the Cross Rail development, is located within the walking distance as recommended by Transport for London. As a result, it is considered that the proposed car parking provision is acceptable to serve the development.

When considering the proposed widening of the existing access to the site, a swept path analysis has been provided within the TS. This has demonstrated that a car and a servicing vehicle will be able to pass side by side when enter and exit the site. However, it is noted that within the site, vehicles will be required to give way where the access road turns at 90°. However, this would not have an impact on the adjacent highway.

Therefore, subject to the details below being provided under a suitably worded planning condition/S106 Agreement, it is considered that the development would not be contrary to the policies of the adopted Hillingdon Local Plan, 2012, (Part 2).

Conditions/S106.

The development shall not commence until details of the proposed widening along the site access road and at the junction with Station Road, (which shall be constructed as a Heavy Duty Crossover), and the details of the Keep Clear road markings adjacent to the site access have been submitted to and approved in writing by the LPA. Thereafter, the development shall not be occupied until all works have been completed.

The parking provision within the site shall include 20% active and 20% passive electric charging points, which shall be provided before first occupation of the development.

The development shall not be occupied until details of the proposed cycle parking facilities have been submitted to and approved in writing by the LPA. Thereafter, the proposed cycle parking shall be provided before occupation and maintained and retained at all times for the use of the development.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy 3.16B of the London Plan 2011 and policy CI1 of the Local Plan Part 1 2012 seeks to resist the loss of social infrastructure in areas of defined need for that type of social infrastructure. Community and social infrastructure includes uses such as Police Stations, which serve local residents. Policy 3.16B of the London Plan adds that the suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed, before alternative developments are considered.

Saved Policy R11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the local planning authority will assess proposals which involve the loss of land or buildings used or whose last authorised use was for education, social, community and health services by taking into account whether:-

- (i) there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility;
- (ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced;
- (iii) the proposed alternative use accords with the other policies of this plan and contributes to its objectives.

In this case, the Mayor's Office for Policing and Crime has disposed of the site on the basis that it is surplus to its requirements and replacement facilities are being provided in the vicinity, which adequately and demonstrably meet the policing needs of the local population.

The loss of the West Drayton Police Station is part of a more radical strategy by the Mayor's Office for Policing and Crime. Furthermore, it is noted that the police station was purpose built for this use and therefore does not lend itself well to conversion to an alternative community use.

In addition, the site has been marketed since 2013, but no community based based

operators have expressed an interest in acquiring the site for these purposes. It is worth noting here that this is a relatively large site, which would make it unviable for typical local community uses such as meeting halls.

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved. As detailed in other sections of this report, the proposed use could provide an adequate residential environment, notwithstanding the specific site constraints.

In light of the above considerations, it is concluded that the proposed change of use of the land meets the policy requirements of the adopted Development Plan. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

Policy 3.4 of the London Plan has regard to density. It seeks to optimise housing potential on sites taking into account local constraints. The site is in a suburban setting with a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6). These guidelines take into account public transport accessibility, the character of the area and type of housing proposed.

Table 3.2 of the London Plan recommends that for a PTAL of 2, a density of 150-250 hr/ha or between 50-95 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site.

The proposal seeks to provide 43 residential units totalling 112 habitable rooms. This equates to a density of 173 hr/ha or 66 u/ha. This level of development is within the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 2. In light of this, the 43 dwellings proposed on a site area of 0.646 ha is considered appropriate.

Nevertheless it will be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site, including its conservation area designation and proximity to a grade 2 listed building. As set out in relevant sections of this report, it is considered that this residential scheme has been designed at to meet the relevant policy standards and targets, by making effective and efficient use of redundant brownfield land whilst respecting the surrounding context.

UNIT MIX

Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. A mixture of 9 x 1 bedroom, 22 x 2 bedroom flats, together with 11 x 3 bedroom and 1 x 4 bedroom houses is proposed and this mix of units is considered appropriate for this location.

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

The site is within the West Drayton Green Conservation Area towards its eastern periphery. Part of the walls in the rear car park which relate to the adjoining Drayton Hall are listed. Drayton Hall, a grade II listed building, which was first listed in 1950 lies to the north. Drayton Hall is the principal building of architectural merit within the Conservation Area and the grounds of the Hall form a significant component in the Conservation Area.

Also to the north is West Drayton Cemetery.

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

The site lies within the Colne Valley Archaeological Priority Area on the edge of West Drayton Green Conservation Area and its burial ground in the former grounds of Drayton Hall. The Greater London Archaeological Advisory Service (GLAAS) initially commented that the application is only supported by a cursory Heritage Statement, which is not compliant with the NPPF, as it does not reference the Historic Environment Record, nor does it assess the site's archaeological interest. Nor has it used the full range of sources which would be expected of an archaeological desk based assessment.

GLAAS therefore recommended that further studies should be undertaken to inform the preparation of proposals and accompany the planning application. The ensuing archaeological report would need to establish the significance of the site and the impact of the proposed development. If archaeological safeguards prove necessary, these could involve design measures to preserve remains in situ, or where that is not feasible, archaeological investigation prior to development.

Following comments from GLAAS, the applicants commissioned an archaeological evaluation excavation at the site, in accordance with a Written Scheme of Investigation (WSI), in compliance with a brief issued by the Archaeology Team at GLAAS. The purpose of the evaluation excavation was to determine whether any archaeological remains are present within the site, perhaps of a prehistoric date or relating to the adjacent cemetery or walled garden of Drayton Hall, and to determine their extent and condition. A report of the findings was referred to GLAAS for comment.

The findings concluded that the fieldwork revealed poor below ground survival of the 19th and 20th century outbuildings in the former walled garden of Drayton Hall, as the walls were demolished down to their foundations for the construction of the police station car park in the 1960s. Construction of the police station also appears to have truncated the natural deposit at the rear, west end of the site. Quarry activity was recorded within the front lawn of the site and at the east end of the walled car park. Clay was extracted for an adjacent brickfield, which map evidence suggests was out of use by 1828. The brick field extended into the north end of the site, within the footprint of the present driveway. Infilling of the clay pits took place between the late 19th and early 20th centuries, with that to the west being infilled earlier for the construction of the walled garden. There was no evidence that the Post Medieval cemetery beside Drayton Hall extended south into the northern extent of the site.

The report recommended that no further archaeological works be undertaken at the site as

the building remains are poorly preserved and recorded on historic mapping; a large part of site has been quarried away or truncated, and there is no evidence of the Post Medieval cemetery. English Heritage (GLAAS) has advised that no further assessment or archaeological conditions are necessary.

LISTED BUILDINGS

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building. This includes views to listed buildings (i.e. Drayton Hall). Any development would therefore be expected to address these matters.

The site directly abuts the grounds of Drayton Hall, a Statutory Grade 2 listed building,

Listed Walls:

The existing car park area in the north-west zone of the site formed part of the kitchen garden to the original Drayton Hall grounds. The walls defining this area are original, with the exception of the eastern boundary which is modern and presumably related to the construction of the police station. The condition of the original walls is mixed with some parts retaining their original character, some parts rendered to disguise their poor condition and some parts completely replaced.

The walls on the boundary will remain as garden walls to the new houses. However, the western wall now falls in the middle of the proposed housing development and requires sensitive treatment. It is proposed to retain the wall and integrate it with house units 38-41 inclusive.

One of the existing bricked up openings will be re-opened to form the entrance to number 38. However, new openings are proposed in the wall to allow access to the front doors to numbers 39 & 40. The listed wall currently has two different sections of kerb at its base to provide protection from cars. The western section of this protection will be replaced by a public planted area. However the eastern section of kerbing will be retained to protect the wall from the new parking layout.

The Urban Design and Conservation Officer considers that this is an acceptable solution, allowing the wall to form a significant and unique element in the new mews area of the development.

Setting of Drayton Hall:

With regard to the impact of the development on the setting of Drayton Hall itself, which is located approximately 70/85 metres from the site boundaries, it is screened from the site by an original high brick wall and a significant number intervening trees.

The development has been limited to four storeys so as not to appear overly dominant within the setting of the heritage assets. The flatted accommodation which at 4 storeys is the highest element of the development has also been carefully positioned towards the front of the site, to allow a greater separation distance between the proposed development and Drayton Hall. This also means that the most dense element of the development is read in the context of the more urban aspects of the surrounding area on Harmonsworth Road, Station Road and Sipson Road.

It is therefore considered that the proposal would not have a detrimental impact on the

setting of the listed building, in accordance with Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

CONSERVATION AREA

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

The site is located within the West Drayton Green Conservation Area. The West Drayton Green Conservation Area's most notable features are the pockets of open space, the collection of listed buildings around Church Road and most notably, Drayton Hall to the north of the application site. Other buildings within the conservation area are mainly comprised of typical 1930's residential development.

Demolition of Existing Structures:

The former police station was built in 1965 and is constructed mostly in a light brown brick with pre-cast concrete panels on the east elevation and white metal windows. The entrance is located on the north elevation which in addition to the brick is defined by wooden doors and an adjoining slate panel. The most attractive feature of the building is the copper roof and its landscaped setting. The rear of the site contains functional outbuildings, some original in the matching brick, with some pre-fabricated buildings of poor quality. The rear is also dominated by the extent of car parking and its associated concrete hard-standing.

The main building is typical of its period and the architectural quality is not considered to justify its retention. As such, it is not considered to contribute positively to the character of the Conservation Area and its loss would be acceptable. Similarly, the functional outbuildings, which are almost derelict, do not contribute to character of the conservation area. No objections are therefore raised to the demolition of the existing buildings on the site.

The only redeeming feature of the rear is the listed wall that originally related to Drayton Hall. This is to be largely retained and integrated within the proposed development.

Impact on the Conservation Area:

By maintaining a tree lined frontage and grassed area in front of the flatted accommodation views within the Conservation Area will be maintained. The front of the site would retain a fairly pleasant quality, mostly due to its setting.

The applicant has submitted a study for the possible impact of the PV roof panels on external views of the site, particularly from views from Station Road, the parkland to the west of the site and Drayton Hall. It is noted that the pitch of the roof is very low, the site is well shielded with trees, a significant number being conifers, along and adjoining its perimeter and the view from Drayton Hall is a relatively long at approximately 90 metres.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the townscape character of the area, by removing redundant and degraded commercial buildings. The proposals will conserve and

enhance the setting for the listed wall and also enhance the quality of the conservation area, in compliance with Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

There are no Green Belt issues associated with this site.

7.07 Impact on the character & appearance of the area

Part 1 policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

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 density (3.4) and sustainable design and construction (5.3) are also relevant.

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to Drayton Hall and its location within West Drayton Green Conservation Area.

Layout

The flats have been located at the front of the site with the houses at the rear. The rear of the site is more appropriate for the scale and privacy requirements of houses, whilst the flats will utilise the open setting at the front of the site. The building line of the new flats building would line through with the adjoining Community Centre.

The existing access road is maintained and leads into the site to form a natural divide between the flats and the houses.

Scale

The proposed development site is somewhat visually disconnected from the surrounding street scape by virtue of its location in the open area, its set back from Station Road, and the existing boundary tree screen on the site's street frontage.

The proposed scale of the flats building is 4 storeys, with the top floor designed as a subordinate structure with set backs. The height of the flats building matches the height of the Drayton Hall extension. The houses are 3 storeys high with the top floors again designed as subordinate structures within the proposed roof form.

Appearance

The principal characteristics of the design of the houses are:

- A layered approach with a brick base ground floor level, a white rendered first floor and

lead coloured profiled cladding to the second floor mansard;

- The first floor street elevations have an inset panel that would contain contrasting materials and or colour.
- The listed wall has been integrated into the design of house units 38-42 inclusive.

The principal characteristics of the flats design are:

- A layered approach with a brick ground floor level, a combination of white rendered and brick clad first and second levels and lead coloured profiled sheeting to the mansard.
- The street elevations at first and second floor levels are highly glazed, which is considered appropriate given the open setting and provision of balconies.
- The existing copper roofs are referenced in the new proposals with copper cladding to the cycle lift in the forecourt area.

Nevertheless it will be important to ensure that appropriate materials landscaping are secured by condition. Subject to compliance with the above mentioned condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The closest residential properties to the site is the caretakers flat at the adjoining Community Centre to the south of the site. There are no other residential properties in close proximity to the site. The proposal complies with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to the neighbouring property, as the proposed buildings would be sited a sufficient distance away from the caretaker's flat. Given its orientation and relationship with neighbouring residential windows, the proposals would not create a material loss of daylight or sunlight to neighbouring properties, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

Detailed measures have been incorporated into the design of the houses backing onto the

Community Centre boundary. These include oriel windows to the first floor bedroom windows on the rear elevations and obscure glazing to the second floor rear bathroom windows. The rear windows of the flats fall outside the 45 degree angle of vision. It is therefore considered that there would be no loss of privacy to adjoining occupiers of the care takers flat. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

7.09 Living conditions for future occupiers

External Amenity Areas

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (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 and maisonettes is provided:

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3 bed houses -60m² per house
- 4 bed houses- 100m² per house

Each of the houses achieve and in most cases exceed the private amenity space standards. Based on the current accommodation schedule for the flats, the communal amenity space requirements would equate to a total of 730 m². The current development proposal provides 796 m² of useable communal amenity space, including 60 m² of play space provision, which would have good natural surveillance from the proposed apartments.

The majority of the 2 bedroom flats also benefit from private space in the form of balconies, which make up an additional area of 80 m². This would provide an overall total of 892 m² of amenity space which would exceed the relevant standards contained in the HDAS. The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local plan.

Unit size

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Policy 3.5 of the London Plan endorses a range of minimum unit sizes for new residential development in London.

All the individual flats and houses meet London Plan minimum floorspace standards set out at Table 3.3 and those set out within the London Housing Design Guide, providing a good standard of accommodation to future residents. In addition, the submitted plans and documentation, including the planning statement and Design and Access Statement illustrate that lifetime homes and wheel chair standards could be achieved, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

Outlook and Light

The units have been designed wherever possible to be dual aspect. All of the 2 bedroom flats have balconies as well as access to the communal amenity area within the scheme. Each of the houses also have private gardens, which would receive adequate amounts of sunlight. It is therefore considered that all of the proposed units would benefit from reasonable levels of outlook and light, in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It is considered that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Access

Access to the site would be via Station Road utilising the existing access arrangement. A single access road would run through the site providing access to the flats as well as the houses located to the rear. The proposed site access road is 4.8 metres wide, with a 1.8 metre wide pavement on one side together and a 1 metre service strip on the other side. The road is tarmaced up the entrance of the mews area of the houses to the rear. The mews area is a shared surface, with definition in the paving design of the vehicular movement areas.

"Keep Clear" road marking will be provided at the access to the site, across the width of the adjacent carriageway, in order to prevent vehicles queuing across the access to the site.

The existing access will be widened to provide a 10m radius on the left side and a 12m radius on the right side to allow a refuse vehicle and car to turn into and out of the access. The access road has been widened to 5.5m to allow for a car and refuse vehicle to pass

one another.

Traffic Generation

The applicant has submitted a Transport Assessment to consider the traffic impacts on the existing road capacity.

The proposed development would generate 9.42 additional trips in the am peak hour and 6.48 additional trips in the pm peak hour. Over the day, the proposed development would only lead to a total of 68 trips additional trips. Given the small increase in additional trips in the peak hours and in total throughout the day, it is considered that these can be easily accommodated on the local road network. These small additional trips are unlikely to materially worsen the current situation on the local highway network or the wider highway network. Considering Paragraph 32 of the National Planning Policy Framework (NPPF), these increases are minimal and could not be considered in any way 'severe'. Therefore, there are no unacceptable highway or transport impacts as a result of the proposed development.

Parking

The London Plan Policy 6.1 states that 'the need for car use should be reduced, with Table 6.2 stating that there should be a maximum of 1 space for 1-2 bed units. The application proposes a total of 49 parking spaces, including 10% of these spaces for people with a disability. This equates to 1.14 spaces per unit.

The 12 houses would be served by 19 car parking spaces (6 curtilage and 13 communal). The 31 flats would be served by 30 car parking spaces, including 27 spaces within a lower ground floor car park. The Council's standards allow for a maximum provision of 1.5 spaces per communal parking per residential unit, or 2 spaces for curtilage parking a total of 66 spaces in this case.

The site has a PTAL rating of 2 and it is considered that residents of the proposed development would have relatively good access to all day to day facilities and to the wider London area, via reasonable public transport connections. The proposed 1.14 parking spaces per dwelling therefore meets the NPPF policy guidance by being in line with expected existing and future need, taking into account the type, mix and use of the development. In addition, the provision of electric charging points can be secured by condition.

Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards.

As such, the Council's Highways Engineer has raised no objection to the level of car parking. The proposal is therefore considered to comply with Local Plan Part 2 Saved Policies AM14 and AM15 and relevant London Plan policies.

Cycle Storage

The submitted plans indicate that secure cycle storage can be provided for 27 cycle spaces in this lower ground floor car park and 9 at ground floor level. The scheme would

therefore be in accordance with the Council's standards and Local Plan Part 2 Saved Policies AM9.

7.11 Urban design, access and security

SECURITY

The flats overlook the main amenity area providing good visual contact with the site. Details of fencing and other security arrangements, including the boundary treatment and CCTV have been secured by condition.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers likely have a defined model that meets best practice design guidance. The submitted documentation has explained how the principles of access and inclusion have been applied to this scheme.

The Access Officer has made a number of observations in relation to the original submission. These were addressed by the provision of additional details.

Four wheelchair units have been provided within the scheme. These comprise flat units 5, 12, 20 & 28. The car parking for these flats is contained within the lower ground floor car park, providing a sheltered and secure environment with direct access to the lift. A covered car park space is provided for unit 43. A ramp is provided from the main pedestrian access route in front of the flats to a sitting area in the grounds.

Eight of the houses have low approach gradients. However, four houses, nos. 42, 43, 32 & 34, require gently slopping ramps with gradients just below 1:20.

The topography at the eastern end of the mews area contains the basement of the existing building and the access road drops at this point as it slopes down towards the basement car park. This creates the need for the gently slopping ramp approaches.

Subject to conditions, it is considered that lifetime homes and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 43 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. A full GLA Toolkit Appraisal has been carried out in support of this application Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council note however, subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

On this basis, 15 of the 43 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2. This is to be secured by way of the S106 Agreement, with a review mechanism.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site.

The tree screen to the road, the trees to the boundary side of the drive, and the tree group to the community centre boundary will all be retained. The trees to the south side of the drive and the smaller trees dotted around the grassed area will largely be removed to facilitate the new development.

It is proposed to use some of the cut from the construction of the new lower ground floor car park to significantly level the existing slope of the grassed forecourt area. This would make the area more usable for amenity reasons.

A silver birch tree close to the car park edge will be retained with an informal sunken seating area formed around it. Two additional silver birches will be planted to form a small cluster. Shrub planting will be added to edge sections of the amenity area to soften the landscape and add interest for the flats overlooking the overall area.

The tree screen to the western boundary will be retained with the exception of the ash (T3) as its root protection area will be compromised by the new development. Given the extent of other trees on the other side of the boundary this loss to the visual amenity should not be significant.

The tree survey identified significant trees on the adjoining sites on the northern and southern boundaries, however these trees would not be affected by the development as they will adjoin the gardens of the new houses.

At present there is no soft landscaping or any form of planting to the rear of the site. The small loss of trees to facilitate the development will be mitigated by the replacement of significant areas of hard surfacing by garden areas and public planting beds and the inclusion of a significant number of 'urban' trees around the new mews area. An additional, sense of space would be created by adoption of an open front garden policy with the boundaries defined by planting rather than fences.

It is proposed that the access road will be tarmaced with a traditional paved footpath from the site entrance to the entrance of the mews area at the rear. The mews area would be shared surface with permeable block paving. The paving design would allow for definition of the vehicular use area.

At present the site is enclosed by a variety of boundary wall constructions: low brick wall to the street front, cast iron railings to the former graveyard and listed wall to the rear northern boundary and part western boundary. These will remain as existing, subject to any necessary maintenance. The security fence to the residual western boundary and part southern boundary will be retained with the barbed wire top removed and disguised with suitable climbing plants. The southern boundary is defined by existing outbuildings and poor quality timber fencing. These will be replaced by to the front southern boundary new timber fences.

The Trees and Landscape Officer raises no objections subject to conditions to ensure that

the detailed landscape proposals preserve and enhance the character and appearance of the area and off It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Local Plan Part 1 Policy EM7 and Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement.

Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species.

A Phase 1 Habitat Survey, protected species assessment and bat survey of the site have been carried out. The Council's Sustainability Officer notes that the proposed development results in the loss of several trees and although the site is unlikely to have significant value for wildlife, the National Planning Policy Framework requires a net gain in biodiversity value. A condition requiring details of an ecological enhancement scheme, to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings is therefore recommended. The scheme could include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife, together with an area of land dedicated to wildlife habitat.

Subject to compliance with this condition, it is considered that the ecological mitigation is satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

There is a bin store within the ground floor of the building containing ten 1100 litre wheelie-bins with easy access from the road. Waste storage for the houses is provided within their curtilage.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 40% improvement on building regulations. Parts C & D of the policy require proposals to include a detailed energy assessment.

The scheme seeks to achieve Code 4 in accordance with the Mayor's energy requirements, whilst the development suitably demonstrates a 40% reduction in CO₂, largely through the use of PV panels. The roof plans show 400 sq.m of PV panels and these are these incorporated into the design. The Council's Sustainability Officer therefore raises no objections, subject to the development being completed in accordance with the submitted energy report. This can be conditioned in the event of an approval.

Subject to a condition securing the on site renewable energy and that the development achieves Level 4 of the Code for Sustainable Homes, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate

change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The drainage strategy would have to demonstrate the surface water run-off generated to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1in 100 year storm event, with an allowance for climate change. This could be secured by condition in the event of an approval.

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

A baseline noise survey was undertaken to establish prevailing noise levels across the development site.

The application site is on a busy high road. It is therefore reasonable to expect that traffic is likely to be high enough to affect the residential amenities of future occupiers. Based on the results of the noise survey, guidance on maximum allowable noise emissions for any proposed plant serving the development has been proposed to ensure the local authority's emissions criteria can be met at nearby noise sensitive receptors. It is concluded that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design. Further detail on noise control measures will be provided during detailed design.

It is considered that flatted development is acceptable in principle, subject to adequate sound insulation. The acoustic assessment contains recommendations, which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'. It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the

Council's Environmental Protection Unit. Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

AIR QUALITY

The proposed development is within the declared AQMA. The development is introducing sensitive receptors into a poor air quality area. The Council's Environmental Protection Unit has therefore requested conditions to provide details of the final energy provision at the site and a Section 106 obligation up to £12,500 for contributions to the air quality monitoring network in the area.

Subject to the above mentioned condition and planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

The main issues raised have been dealt with in the main body of the report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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 impacts of the development, which have been agreed with the applicant:

- (i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access.
- (ii) Affordable Housing including a a review mechanism
- (iii) Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution of £35,000
- (iv) Air Quality: The applicant provides a financial contribution in the sum of £12,500.
- (v) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - SavedUDP Policies (November 2012).

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance.

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context. The scheme will introduce a built form that is appropriate to its Conservation Area context and the townscape character of the area, by removing redundant and degraded commercial buildings.

The archaeological position of the site has been extensively explored and has been satisfactorily addressed. It is not considered that the scheme would be detrimental to the setting of the nearby listed Drayton Hall.

Furthermore, the development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. In addition, access, parking and highway safety issues have been satisfactorily addressed.

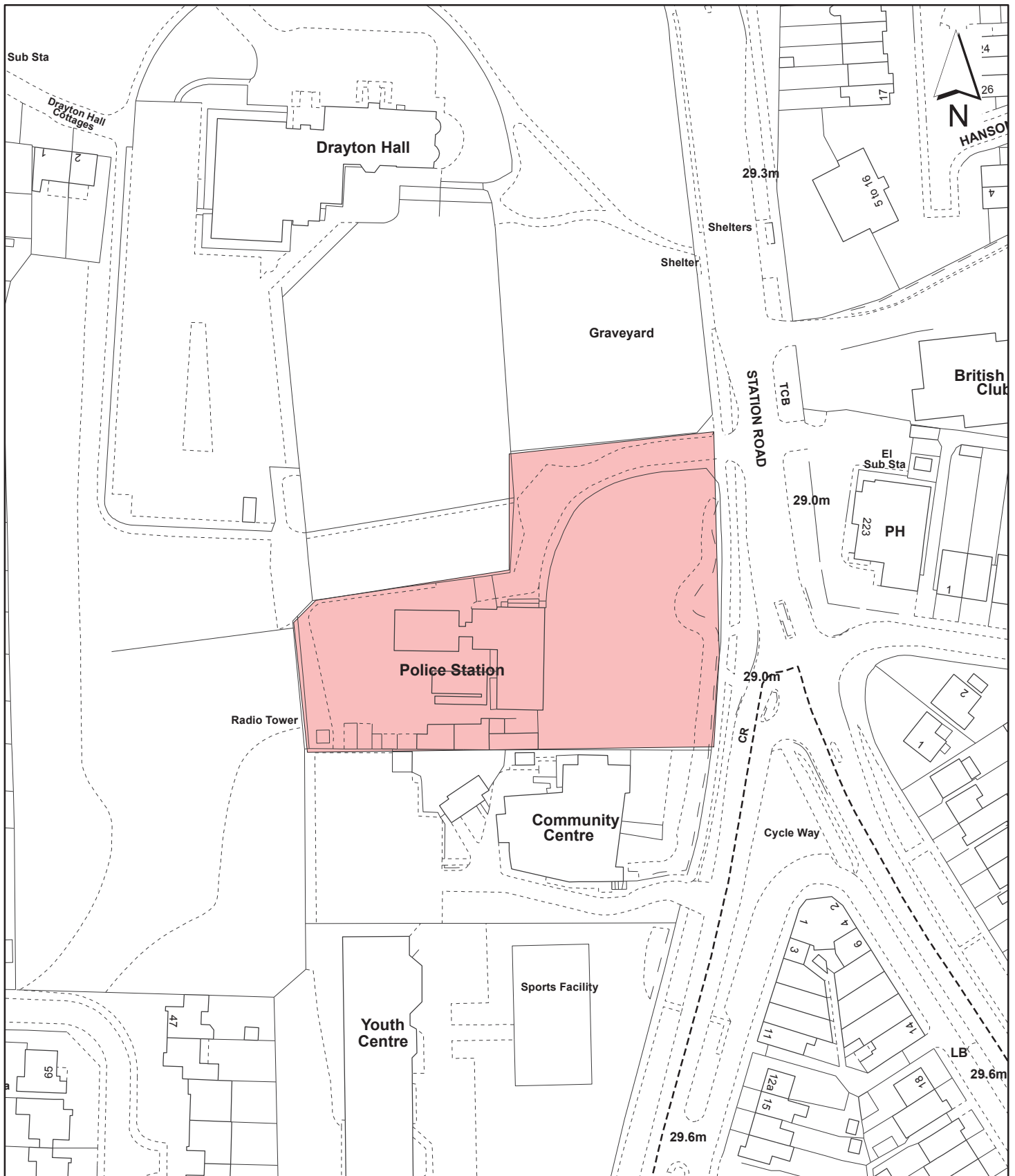
It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**Former West Drayton Police Station
 Station Road
 West Drayton**

Planning Application Ref:
12768/APP/2014/1870

Planning Committee
Major Page 235

Scale
1:1,250

Date
March 2015

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

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



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Report of the Head of Planning, Sport and Green Spaces

Address FORMER WEST DRAYTON POLICE STATION STATION ROAD WEST DRAYTON

Development: Alterations to the garden wall situated in the rear area of the former police station site including: existing bricked up opening to be re-opened; formation of two new openings to match existing opening; formation of new inner wall; and formation of a rooflight (Application for Listed Building Consent).

LBH Ref Nos: 12768/APP/2014/4071

Drawing Nos: 1105 DAS FWDPC
1105 PA 001 topo
1105 PA 002 site plan
1105 PA 010
1105 PA 016 house plans
1105 PA 020 sections
1105 PA 033 sections

Date Plans Received: 17/11/2014

Date(s) of Amendment(s):

Date Application Valid: 17/11/2014

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to the former West Drayton Police Station which is currently unoccupied. The site is occupied by a three storey 1960's building which is set back some way from the main road and part-concealed behind two tree belts. Single and two storey buildings are sited to the rear of the main Police Station. The front of the site comprises an area of grass land with various trees and shrubs and an access road leading up to the main building.

The rear of the site which has been used as a car park since the 1960's is mainly hard surfaced and bordered by high boundary fencing and a listed wall. Part of the southern boundary is formed by existing out buildings. The front boundary with Station Road is planted with large conifer trees. Trees on the site and nearby are not protected by TPO but are afforded protection by virtue of their location within the West Drayton Conservation Area.

There is a fall in levels from east to west from Station Road to the main building of approximately 2 and a half metres.

The surrounding area is characterised by a mixture of two and three storey buildings, which are mainly residential, with a range of commercial uses at street level opposite the site. These buildings are predominantly 1930's style with brick, pebble dash and painted rendered walls and clay tiled roofs.

To the south of the site is the Yiewsley and West Drayton Community Centre, whilst to the

north is the statutory Grade 2 listed Drayton Hall, set in extensive grounds.

The site falls within the West Drayton Green Conservation Area and the Colne Valley Archaeological Priority Area.

1.2 Proposed Scheme

The listed wall at the rear of the site falls in the middle of the proposed housing development. It is proposed to retain the wall and integrate it with house units 38-41 inclusive. One of the existing bricked up openings will be re-opened to form the entrance to plot number 38. However, new openings are proposed in the wall to allow access to the front doors to numbers 39 & 40. These minor changes will allow the wall to form an intergral part of the proposed new mews area of the development.

The listed wall currently has two different sections of kerb at its base to provide protection from cars. The western section of this protection will be removed as protection will now be provided by a public planted area. However the eastern section of kerbing will be retained to protect the wall from the new parking layout.

1.3 Relevant Planning History

Comment on Planning History

The site diectly abuts the grounds of Drayton Hall, a Statutory Grade 2 listed building, located to the north. Drayton Hall is a two storey building with an attic. The building is said to have a 17th Century core, although none seems to remain. Earlier, the grounds were used for a burial purposes, when in 1550 Sir William Paget enclosed part of St. Martin's Churchyard as part of his estate. The burial ground was in use from 1550 until 1888. From 1856 the Hall and its 25 acres was let furnished to various tenants. From 1945 to 1948 the Hall became a hotel. In 1948 the Yiewsley and West Drayton Urban District Council bought the Hall to use as offices. The park surrounding the Hall is still owned by Hillingdon Council

The existing car park area in the north-west zone of the site at some point formed part of the kitchen garden to the original Drayton Hall grounds.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

EXTERNAL

The application has been advertised as a development that is likely to affect the character and appearance of the West Drayton Green Conservation Area and the Grade 2 listed building known as Drayton Hall.

ENGLISH HERITAGE

You are hereby authorised to determine the application for listed building consent as you see fit. In doing so, English Heritage would stress that it is not expressing any views on the merits of the proposal which are the subject of the application.

WEST DRAYTON CONSERVATION ADVISORY PANEL

I am writing on behalf of West Drayton Conservation Area Advisory Panel. We agree with the Conservation Officer's comments that creating two new openings in the wall to match that being re-opened is an acceptable way of retaining the listed wall in this major redevelopment project.

INTERNAL

URBAN DESIGN AND CONSERVATION OFFICER

Whilst there are no objections in principle to this proposal, as this is an application for Listed Building Consent It will be necessary to provide existing as well as proposed scale drawings for the wall and a layout to indicate the extent of its length to be retained. Details of how it will be integrated into the new structures will also be required. These details will need to be conditioned along with a schedule of repairs.

4. **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE11 Proposals for the demolition of statutory listed buildings

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

LPP 7.8 (2011) Heritage assets and archaeology

NPPF12 NPPF - Conserving & enhancing the historic environment

5. **MAIN PLANNING ISSUES**

The walls are considered as listed by virtue of forming part of the kitchen garden to the original Drayton Hall grounds. The walls defining this area are original with the exception of the eastern boundary which is modern and presumably related to the construction of the police station.

The site falls within West drayton Green Conservation Area. Of particular relevance are Saved Policies BE4, BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan Part 2. These seek to ensure that any development involving listed buildings or curtilage structures do not have any detrimental impact on the overall value of the structure or building.

The condition of the original walls is mixed, with some parts retaining their original character, some parts rendered to disguise their poor condition and some parts completely replaced.

The listed wall currently has two different sections of kerb at its base to provide protection from cars. The western section of this protection will be replaced by a public planted area.

However the eastern section of kerbing will be retained to protect the wall from the new parking layout.

The walls on the boundary will remain as garden walls to the new houses. However, one of the existing bricked up openings will be re-opened to form the entrance to one of the plots. In addition 2 new openings are proposed in the wall to allow access to the front doors to two other plots. The West Drayton Village Conservation Area Advisory Panel consider that this is an acceptable way of retaining the listed wall.

The Urban Design and Conservation Officer considers that this is an acceptable solution, allowing the wall to form a significant and unique element in the new mews area of the development. However, further detailed information will be required to define precisely the extent of its length of wall to be retained. Details of how the wall will be integrated into the new structures will also be required. These details can be secured by conditions, in the event of an approval.

Subject to these conditions, it is considered that the proposal would not have a detrimental impact on the overall value of the heritage asset, in accordance with Saved Policy BE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

6. RECOMMENDATION

APPROVAL subject to the following:

1 LB1 Time Limit (3 years) - Listed Building Consent

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

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 LB11 Further Details (Listed Buildings)

Detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- (a) railings
- (b) gates
- (c) joinery.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 LB2 Making good of any damage

Any damage caused to the wall in execution of the works shall be made good to the satisfaction of the Local Planning Authority within 6 months of the works being completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance

with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 LB4 Storage of salvaged items

Salvaged items approved for re-use as part of this consent shall be securely stored on site (or subject to the Local Planning Authority's agreement, elsewhere) until employed again and Council officers shall be allowed to inspect them.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 LB5 Measured drawings

Measured detailed drawings, detailing the extent of the existing wall and a layout to indicate the extent of its length to be retained and details of how the wall will be integrated into the new structures shall be submitted to and approved by the Local Planning Authority before the relevant part of the work is begun.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 LB8 Measures to protect the building

Prior to works commencing, details of measures for the maintenance and repair of the listed wall shall be submitted to and approved by the Local Planning Authority. The said scheme shall be implemented for the life of the development.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

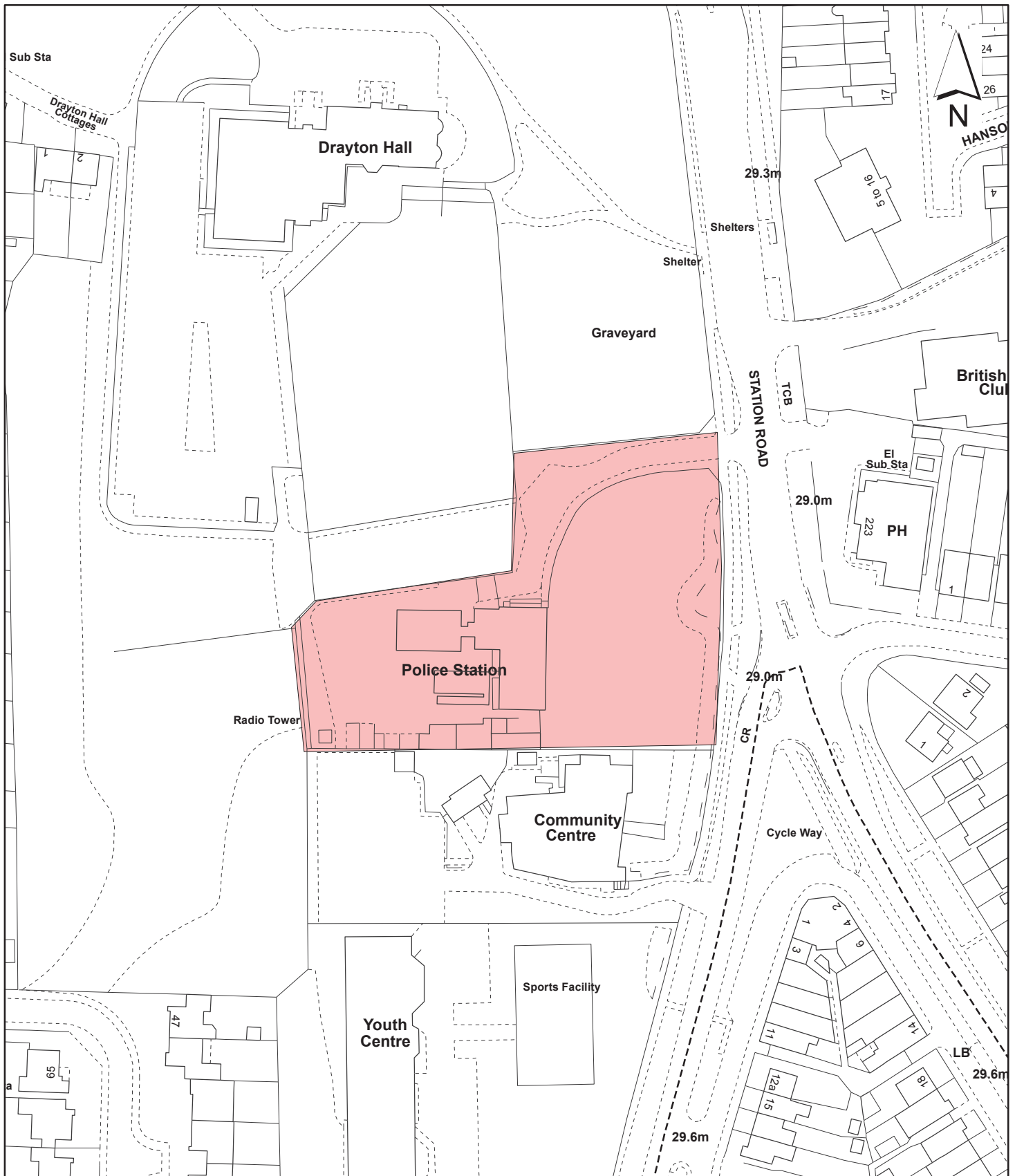
INFORMATIVES

- 1** The decision to GRANT Listed Building Consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2** The decision to GRANT Listed Building Consent 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 (July 2011) and national guidance.

- BE11 Proposals for the demolition of statutory listed buildings
- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions
- LPP 7.8 (2011) Heritage assets and archaeology
- NPPF12 NPPF - Conserving & enhancing the historic environment

Contact Officer: Karl Dafe

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 Station Road
 West Drayton**

**LONDON BOROUGH
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**Residents Services
 Planning Section**

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

Planning Application Ref:

12768/APP/2014/4071

Scale

1:1,250

Planning Committee

Major Page 243

Date

March 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address WEST DRAYTON STATION STATION APPROACH YIEWSLEY

Development: Application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

LBH Ref Nos: 31592/APP/2015/186

Drawing Nos: WSN1B-CNS-DRG-NCA-000003 REV A0
WSN1C-EAR-DRG-BEN-000310 REV P0
WSN1C-EAR-DRG-BEN-000309 REV P0
WSN1C-EAR-DRG-BEN-000308 REV P0
WSN1C-EAR-DRG-BEN-000306 REV P0
WSN1C-EAR-DRG-BEN-000305 REV P0
WSN1B-CNS-DRG-NCA-000002 REV A0
WSN1C-EAR-DRG-BEN-000304 REV P0
WSN1C-EAR-DRG-BEN-000303 REV P0
WSN1C-EAR-DRG-BEN-000302 REV P0
WSN1C-EAR-DRG-BEN-000301 REV P0
WSN1C-EAR-DRG-BEN-000300 REV P0
WSN1B-CNS-DRG-NCA-000013 REV A0
Written Statement for Information
Design and Access Statement

Date Plans Received: 19/01/2015

Date(s) of Amendment(s):

Date Application Valid: 19/01/2015

1. SUMMARY

The principle of the development has been established under the Crossrail Act 2008, however Schedule 7 requires the Local Planning Authority to approve details in relation to construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

These construction arrangements contribute to improving the linkages within London and the overall regeneration objectives of the area in compliance with London Plan (July 2011) Policies, and it is recommended that the Plans and Specification submission for permanent works under Crossrail Act 2008, Schedule 7 be approved.

2. RECOMMENDATION

APPROVAL subject to the following:

INFORMATIVES

1

Crossrail are requested to investigate, when they remove the cast iron brackets supporting

the existing canopies, whether they can be reused (even for an aesthetic purpose) elsewhere within the station. Where a bracket is of re-usable quality, these should be carefully incorporated into the station building and surrounds during the construction works

3. CONSIDERATIONS

3.1 Site and Locality

West Drayton Station is located on the western route of the Crossrail Network between Hayes and Harlington and Iver Stations. The station building is Locally Listed and consists of a station building, a southern entrance building and four operational platforms.

The main entrance building is situated on Station Approach to the south of the Grand Union Canal, east of the High Street and on the northern side of the railway line. It is constructed of buff brick with red brick banding and has two tall chimneys and a crown of ironwork at the centre of the roof. The southern entrance to the station is located in Warwick Road and is a two storey brick built structure giving access to a subway which provides stepped access to all platforms. The site is lined to the south by mature trees behind residential properties.

3.2 Proposed Scheme

The Crossrail Act 2008 provides powers for the construction and operation of Crossrail. Schedule 1 of the Act describes the 'scheduled works' that the nominated undertaker will be authorised to carry out.

The Crossrail Act gives deemed planning permission for the proposed works, subject to conditions imposed by Section 10 and Schedule 7 of the Act, which requires plans and specifications for the operations and works and construction arrangements to be approved by the Local Planning Authority. It sets out the items requiring further detailed approval for both permanent works (referred to as 'plans and specification') and temporary works (referred to as construction arrangements).

1. New Footbridge, Stairs and Lift Shafts

The proposed footbridge will be constructed to the east of the existing station building and subway, perpendicular to the railway line. The enclosed footbridge will consist of two spans providing lift shafts and stair access to platforms 2/3 and 4/5.

2. Station extension and entrance canopy and lighting works

-Covered walkway

An extension to provide a covered walkway will be constructed, attached to the eastern elevation of the existing station building and extending east connecting to the new footbridge and lift shafts. The new walkway will be approximately 40 metres in length and 5 metres in width. The structure will also be provided with an opening in the northern (front) elevation to provide a secondary northern entrance from the street, leading directly to the gateline and footbridge for passengers.

- Entrance canopy

The existing corrugated steel front entrance canopy of the main station building will be removed and replaced. The new canopy will be approximately 35 metres, spanning the full length of the existing station building and across to the front of the covered walkway structure to cover over the new secondary entrance.

In ground uplighters are proposed directly underneath the canopy and extending slightly towards the footbridge to enhance the appearance of the front elevation of the new station facade.

- Modifications

The only alteration to the existing station building will be the formation of an opening into the eastern elevation to the proposed covered walkway.

3. Lift shaft within southern entrance building

A lift shaft to provide a platform lift will be provided within the existing southern entrance building opposite to the existing staircase, to provide step free access for passengers from street level to platform 1.

4. Platform extensions and lighting

Platform 2/3 is to be extended to the east by approximately 56 metres along the Platform 2 face and 66 metres along the Platform 3 face.

Platform 4/5 is to be demolished to the west by 4 metres to ensure minimum structural clearances and Platform widths between lines. Platform 4 will be extended to the east by 58.1 metres.

Platform 5 will be extended to the east by 211.6 metres.

New lighting will be provided on all of the platforms consisting of 5 metres high single and double headed Urbis lighting columns.

5. Platform canopies and retaining wall

Canopies to shelter passengers from wet weather are proposed for platform 4/5, however the design of these is yet to be finalised, therefore these are shown only for information

3.3 Relevant Planning History

31592/APP/2012/1737 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Construction Arrangements in respect of handling or re-use of spoil and top soil, storage sites, screening, artificial lighting, suppression of dust and measures to prevent mud on highway. The Construction Arrangements to be associated with the construction of an extension to the southern most rail platform at the existing West Drayton Station rail station.

Decision: 06-09-2012 Approved

31592/APP/2012/1739 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of an extension to the southern most rail platform at the existing West Drayton Station rail station.

Decision: 06-09-2012 Approved

31592/APP/2014/1062 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Construction

Arrangements in association with West Drayton Station. The Construction Arrangements to be associated with the construction of new footbridges, retaining wall, foot/cycle path, platform modifications and canopy modifications.

Decision: 20-05-2014 Approved

31592/APP/2014/2542 West Drayton Railway Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of canopies and a retaining wall at West Drayton Station.

Decision: 26-11-2014 Approved

Comment on Relevant Planning History

There have been a number of submissions under the Crossrail Act for associated works, which are listed above.

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.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.T2 (2012) Public Transport Interchanges

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
- BE13 New development must harmonise with the existing street scene.
- BE8 Planning applications for alteration or extension of listed buildings
- LPP 2.8 (2011) Outer London: Transport
- LPP 5.3 (2011) Sustainable design and construction
- LPP 6.2 (2011) Providing public transport capacity and safeguarding land for transport
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.19 (2011) Biodiversity and access to nature

LPP 6.4	(2011) Enhancing London's Transport Connectivity
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
R16	Accessibility for elderly people, people with disabilities, women and children

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th February 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

123 residents were consulted on the application and 4 responses were received in response. These responses raised the following concerns:

1. Concern that the proposals do not include additional car parking for station users;
2. Consider that station could offer car parking on their land and offer discounts, similar to supermarkets;
3. Potential for residents to suffer from unnecessary traffic congestion;
4. The station entrance canopy is a significant part of the station frontage and should not be removed;
5. Could the canopy on the south side entrance not be restored as there is no new building to match it with;
6. Concern with regards to the access from Platforms given the distance between. There is also no apparent provision of a canopy to platforms 2/3.

SUPPORT

1. Developers of the site known as Kitchener House are generally in favour of the application but query why the access of Warwick Road is not also receiving refurbishment. This secondary access needs to be upgraded and now would be a good time to do this.

EXTERNAL CONSULTTEES

NATURAL ENGLAND

Natural England has reviewed the application and is of the opinion that it does not affect any priority areas for Natural England, therefore no objection is raised to the application.

ENGLISH HERITAGE

The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Internal Consultees

TREES

LANDSCAPE CHARACTER / CONTEXT:

Site description:

- The site is occupied by locally listed West Drayton Station. The rail tracks cross over Station Road, by an over bridge separating Yiewsley Town Centre to the north and West Drayton Town Centre to the south.
- This station forms a part of the proposed Crossrail railway link between Shenfield Wood and Abbey Wood in the east and Heathrow and Maidenhead in the west.
- The main entrance is situated on Station Approach to the north of the rail tracks and south of the Grand Union Canal. There is also a southern entrance, accessed from Warwick Road.
- The only trees close to the station are those lining the southern boundary / embankment behind the residential properties in Warwick Road.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.

Landscape constraints / opportunities:

- The principle objective of the application is related to the operational requirements of the station and the improved rail link.
- There is the potential for associated hard and soft landscape enhancements to the public realm, notably within Station Approach.

PROPOSAL:

The proposal is an application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

LANDSCAPE CONSIDERATIONS:

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

- No trees or other landscape features of merit will be affected by the proposal.
- The drawings indicate that these proposals affect the station buildings and pedestrian access to the platforms, to which there is no objection.
- Drawing No. WSN1C-EAR-DRG-BEN-000302 Rev P.04, Proposed Building Plan Platform, indicates a possible re-arrangement of the station forecourt to the north of the north entrance. This is accompanied by the annotation 'Station Approach - New urban realm including car parking provision by others'.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the public realm proposals preserve and enhance the character and local distinctiveness of the area.

RECOMMENDATIONS:

No objection, subject to the above observations.

OFFICER COMMENTS: The improvements detailed to the public realm, are indicative at this stage and any landscaping and non structural works within the curtilage are shown for information only and not for approval as part of this Plans and Specification submission. These matters will be contained within the Site Restoration Scheme, to be submitted at a later date.

CONSERVATION

BACKGROUND: The current West Drayton Railway Station was constructed in 1884 for the Great

Western Railway (GWR). It is included on Hillingdon's Local List of buildings of architectural or historic importance and therefore constitutes a heritage asset. It is a very good example of the GWR style of the period, featuring cream brick with red banding, tall chimneys, a crown of spiky ironwork on the booking office roof, and valancing in sweeping curves on the island platform ends. The rear (Southern Entrance) forms part of the concept and is equally well designed with cream brick, red banding and canopy. The two main entrance buildings, subway, and platform structures survive intact and form a group.

West Drayton Railway Station is on the original line of the Great Western Railway, and was opened on 04 June 1838 at the same time as the line. However, the original station was located slightly to the west of the current station, and was relocated to its current position from 09 August 1884 when the branch to Staines was opened.

COMMENTS: The proposed works include the construction of new station extension to provide a covered walkway between the main station building and the new footbridge; a new entrance canopy; provision of lift shaft within existing southern building; a new footbridge with new stairs and lift shafts to platforms 2/3 and 4/5; extensions to platforms 2/3 and 4/5 including new platform lighting; and the installation of new station lighting and other minor works.

All of the works are acceptable in principle, but as designed, are totally unacceptable.

Existing main station building

In general, the refurbishment works to the existing main entrance building are acceptable, especially the removal of all the later signage, sign boards, roller shutter boxes and broad clutter. However, the removal and replacement of the existing canopy and loss of the original canopy brackets is completely unacceptable. Whilst I accept that the existing brackets may be in poor condition, there is no reason to believe that they could not be repaired and overhauled to a standard to take a glazed canopy. The original brackets are an essential feature of the building and it is pointless improving its overall appearance, and then removing its main feature. Indeed, the brackets being removed from the platforms could be salvaged and used here. Another option might be to use a lightweight covering (or combination). I note that a structural engineer has not examined the brackets.

I should also point out that the refurbishment should maintain the existing timber frame windows and provide a new timber main door. Further, details of a new side gate and railings to the West side of the station are required as well as specific details of the signage.

Link building and new station entrance

No objection to the subservient glazed link building between the existing station building and the new entrance. This is to be simple glazed sheets of glass. However, the new station entrance and canopy requires further consideration. The new entrance should 'announce itself' as the way in. The entrance building should stand-out either by being raised or projecting forward. The signage could be a feature. The long canopy should not be attached to the existing station and should be incorporated into a revised design. No objection to the curtain wall system as a concept. A redesign would result in a less clunky and bulky structure. It should take precedent from the new Hayes and Harlington Crossrail station.

The new footbridge

There is no objection in principle to the footbridge. However, the new lift towers are especially bland and it was discussed making the North entrance tower of a more contemporary design and integrating this element with the new entrance. The latest design does not incorporate this and glazing the top part and adding a 'roundel' hardly achieves the right outcome. The arrangement between the stair, lift walkways (upper and lower levels) and lift is particularly disjointed. I therefore maintain this part of the

scheme needs to be reconsidered along with the new entrance.

Southern entrance

The Warwick Road entrance should be refurbished and the existing canopy and brackets overhauled. New sign boards would also help.

Platform canopies

I accept that the existing canopies to the platform buildings need to be altered, but regret the loss of the cast iron brackets and overall appearance. I consider the new canopies proposed to be crude and would prefer a more traditionally designed replacement/arrangement.

In conclusion, I consider that the proposals need further revision to make them acceptable. It is important to preserve the character or appearance of Locally Listed buildings. In my view, revisions would better meet the NPPF's guidance (9) by seeking positive improvements in the quality of the built and historic environment, including replacing poor design with better design.

CONCLUSION: Unacceptable. The proposal will not sustain the significance of the heritage asset.

OFFICER COMMENTS: Commentary on these issues is provided in the relevant section of this report.

ACCESS

West Drayton Station, which is located south of the Grand Union Canal in Station Approach, is understood to have been constructed in 1878 and is a locally listed building.

This proposal is to construct a new station extension to adjoin the main building. This will include a new footbridge, lifts and stairs to provide step free access throughout the station. The works would also include a new entrance canopy, extensions to platforms 3/4 and platforms 4/5 as well as new lighting. This planning application forms part of the Crossrail Act 2008 and is subject to separate planning regulations.

There has been much dialogue throughout the design process, which has included correspondence and meetings with Network Rail to incorporate accessibility to its maximum potential. Discussions are ongoing concerning the feasibility of incorporating a 'Changing Places' or other type of enlarged accessible toilet cubicle within the station complex or in the local area close to the station.

No further comments are deemed necessary.

Conclusion: acceptable

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Crossrail Act 2008 granted the principle of a cross route railway and gives deemed planning permission for the proposed works, subject to conditions imposed by Section 10 and Schedule 7 of the Act, which requires plans and specifications for the operations and works to be approved by the Local Planning Authority.

The extent of the deemed planning permission is determined by works covered by Schedules 1 and 2 of the Act and by the limits set out in the deposited Parliamentary approved plans. The Act also provides for the scheduled works to be constructed on land within the lateral limits of deviation (LoD) shown on the deposited plans and sections and

provides for an upward limit of deviation.

Schedule 7 to the Act defines the detailed planning regime which applies to the Local Planning Authority (LPA) affected by works to construct and operate Crossrail. It sets out the items requiring further detailed approval for both permanent works and construction arrangements. It also sets out the grounds in which the LPA can impose conditions. Schedule 7 is a completely separate regime to that of the Town and Country Planning Act in terms of submission details and content. Furthermore, Schedule 7 sets out the matters or operations or works that require further detailed approval from the LPA for both permanent and temporary works.

Applications made under the Crossrail Act 2008 are different from planning applications made under the Town and Country Planning Act as they have received deemed approval through Royal Assent, subject to certain details for Local Planning Authority's approval. Thus, Local Planning Authority's powers in deciding applications made under the Schedules are limited by the provisions of the Act. The Council signed up to become a 'Qualifying Authority' to have powers to consent to a wider range of detailed matters made under Schedule 7 (Planning Conditions Schedule) of the Act.

A Qualifying Authority may refuse to approve an application for 'reserved' matters as well as details of conditions that can be imposed upon applications recommended for approval, subject to the conditions set out under Schedule 7 of the Act. A Qualifying Authority can only refuse or impose conditions on a Schedule 7 application on the basis of grounds specified in the schedule, which is;

'that arrangements ought to be modified to preserve the local environment or local amenity or to reduce the prejudicial effects on road safety or on the free flow of traffic in the local area and are reasonably capable of being modified'.

The Environmental Statement (ES) deposited with the Crossrail Bill identifies the likely significant effects that will arise from the construction and operation of Crossrail, and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. It serves as the Environmental Impact Assessment of the project and has been updated through the passage of the Bill in the Houses of Parliaments. The Crossrail Act made provisions that all applications cannot exceed the impacts assessed by the ES. It is the intention of the Secretary of State to carry out the project so that its impacts are as assessed in the ES.

Given such, the principle of this development has been established.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

The current West Drayton Railway Station was constructed in 1884 for the Great Western Railway (GWR) and is included on Hillingdon's Local List of buildings of architectural or historic importance and therefore constitutes a heritage asset. It is a very good example of the GWR style of the period, featuring cream brick with red banding, tall chimneys, a crown of spiky ironwork on the booking office roof, and valancing in sweeping curves on the island platform ends. The rear (Southern Entrance) forms part of the concept and is equally well designed with cream brick, red banding and canopy. The two main entrance buildings,

subway, and platform structures survive intact and form a group.

The alterations proposed to the station building have been designed to provide a step free access throughout the station, and improve the station environment and experience for users. A new footbridge is proposed with lift shafts and a new station extension between the main station building and the new footbridge. The works will also include the provision of a new front entrance canopy and an additional entrance within the new station extension. The existing station and proposed link structure are located at street level and connected to the existing station building by a 5.5 metre long glazed link. The glazed extension leads to the new footbridge and will rise to a height of 5 metres.

In general, the refurbishment works proposed to the existing main station entrance are acceptable, and the removal of the uncharacteristic signage, roller shutter boxes and broad clutter is welcomed.

In terms of the extension and alteration works proposed to the existing station and its impact on the locally listed building and surrounding area, concerns have been raised from the Conservation and Urban Design Officer in relation to the overall design and impact of this on the character and appearance of the locally listed building.

The main comments and concerns with the design of the scheme were as follows:

- The removal of the existing canopy and loss of the original canopy brackets is unacceptable;
- New station entrance should stand out either by being raised or projecting forward;
- Canopy extending across the entrance should not be attached to the existing station;
- Lift towers are bland in appearance;
- Arrangement between the stair, lift walkways and lift is disjointed;
- The Warwick Road entrance should be refurbished;
- Loss of the cast iron brackets on the platform canopies.

The Conservation Officers comments were sent to Crossrail, in an attempt to get them to provide justifications to the design approach and/or amend the proposals where possible. It is brought to members attention, that the design of the station at West Drayton has been the result of many meetings and discussions with Council Officers, and the submitted scheme, largely follows the design approach that the Council were hoping to achieve, subject to the alterations requested. Crossrail provided a comprehensive response to the application, which has informed the assessment of the application and each aspect will be discussed in turn below.

-Removal of existing canopy

The scheme involves the removal and replacement of the existing canopy and its original brackets. Crossrail have confirmed that the brackets are in a poor condition, with many broken in sections. Further as they are made from cast iron, they are not suitable for re-use in a structural capacity to support large sections of safety glass, which is considerably heavier than the current corrugated sheet metal. It has been suggested that a number of the brackets could be retained and re-positioned for aesthetic purposes. This is encouraged and an informative is recommended on any decision, to ensure that, where salvageable, the brackets are kept and re-used within the station building.

Therefore, whilst the loss of the existing canopy and brackets is regrettable, the technical requirements of the Crossrail alterations are acknowledged and appreciated, and the Council are satisfied that where possible, the brackets will be reused for aesthetic purposes.

It is noted that other canopies within the station would be removed and Crossrail have confirmed that these would be subject of a further Schedule 7 submission. The design of these canopies will be discussed with the Council and there will be further opportunity for the Council to seek retention of the brackets for the platforms also.

-Station entrance, footbridge and lift shaft

With regards to the new station entrance and canopy, a single storey glazed link between the structures, would be set below the lowest height of the existing building at 3.4 metres in height and only increases where this meets the footbridge. It is considered that this new structure will compliment the size and scale of the existing building and remain as an ancillary structure to the main station building.

The main concerns with the extension, have been with the design of the entrance building and proposed canopy, which attaches to the existing station building. The design of this element has been formulated in discussions with the Council to be light in appearance, with the aim of integrating the new building to its surroundings, whilst remaining sympathetic to the existing station building. The applicants have reduced the height and width of the extension structure as much as is practicable following earlier discussions and for technical reasons, this cannot be reduced further. In the form presented, this creates a visual separation between the existing and proposed buildings and overall, Officers consider this visual separation is sufficient to ensure that this aspect does not detract from the main station building.

With regards to the walkway, the height of this is determined by the height of the standard staircase canopies, which the walkway is designed to merge with at the same height to avoid unnecessary level changes. The canopy has been designed to be as light and reflective as possible to ensure that any addition remains visually subservient.

The extensions and footbridge are located a significant distance from the existing station building so as to not dominate the setting of this to an unacceptable degree. The footbridge, lift shafts and extensions are to be constructed of contemporary materials (glass and steel) which are considered to produce a lightweight appearance. Further, whilst elements of the proposal are taller than the existing building, as in the case of the approved scheme for Hayes and Harlington Station, these provide a beacon within the area for identifying the location of the station. Overall, the proposed extension, lift shafts and footbridge are considered acceptable and to provide an interesting juxtaposition of historic and contemporary design for this area.

Therefore, whilst it is regrettable that Crossrail cannot amend the scheme in accordance with the comments of the Council, Officers appreciate the importance of the Crossrail and the wider benefits that this would bring, not only to the local area, but nationally. It is not considered that the scheme would be so harmful to the character, appearance and setting of the existing station building and surrounding area, that Officers could justify the refusal of the application. On balance, the extensions and alterations are considered acceptable.

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

- See section 7.03 'Impact on archaeology/CAs/LBs or Areas of Special Character'
- 7.08 Impact on neighbours**
 In terms of the impact of the proposal on neighbouring residents, the design, scale and siting of the buildings and alterations proposed, are not considered to have a detrimental impact on the amenities of the surrounding occupiers.
- 7.09 Living conditions for future occupiers**
 Not applicable to the consideration of this application.
- 7.10 Traffic impact, Car/cycle parking, pedestrian safety**
 The proposed development of the station is not considered to have any detrimental impact on the surrounding highway network. Concerns have been raised in relation to station car parking, which are outside the consideration of this submission. These comments have been passed onto the relevant authorities for consideration.
- 7.11 Urban design, access and security**
 See section 7.03 'Impact on archaeology/CAs/LBs or Areas of Special Character'
- 7.12 Disabled access**
 The Access Officer, has been a key party to all discussions relating to this development, and raises no objection to the proposals.
- 7.13 Provision of affordable & special needs housing**
 Not applicable to the consideration of this application.
- 7.14 Trees, landscaping and Ecology**
 The scheme has been reviewed by the Council's Trees and Landscape Officer who raises no objection to the submission. The officer has requested further landscaping and public realm information as part of this submission, however, these will form part of a later site restoration scheme.
- 7.15 Sustainable waste management**
 Not applicable to the consideration of this application.
- 7.16 Renewable energy / Sustainability**
 Not applicable to the consideration of this application.
- 7.17 Flooding or Drainage Issues**
 Not applicable to the consideration of this application.
- 7.18 Noise or Air Quality Issues**
 There are no noise or air quality concerns associated with the proposal.
- 7.19 Comments on Public Consultations**
 Comments were made as to whether improvements would be made to the Warwick Road entrance to the station. Crossrail have confirmed that the proposals for the southern entrance are to insert a lift shaft, and the site will be made good after the works.
- 7.20 Planning obligations**
 Not applicable to the consideration of this application.
- 7.21 Expediency of enforcement action**
 Not applicable to the consideration of this application.
- 7.22 Other Issues**
 There are no other issues for consideration with this application.
- 8. Observations of the Borough Solicitor**
 General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

The principle of the development has been established under the Crossrail Act 2008, however Schedule 7 requires the Local Planning Authority to approve details in relation to the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

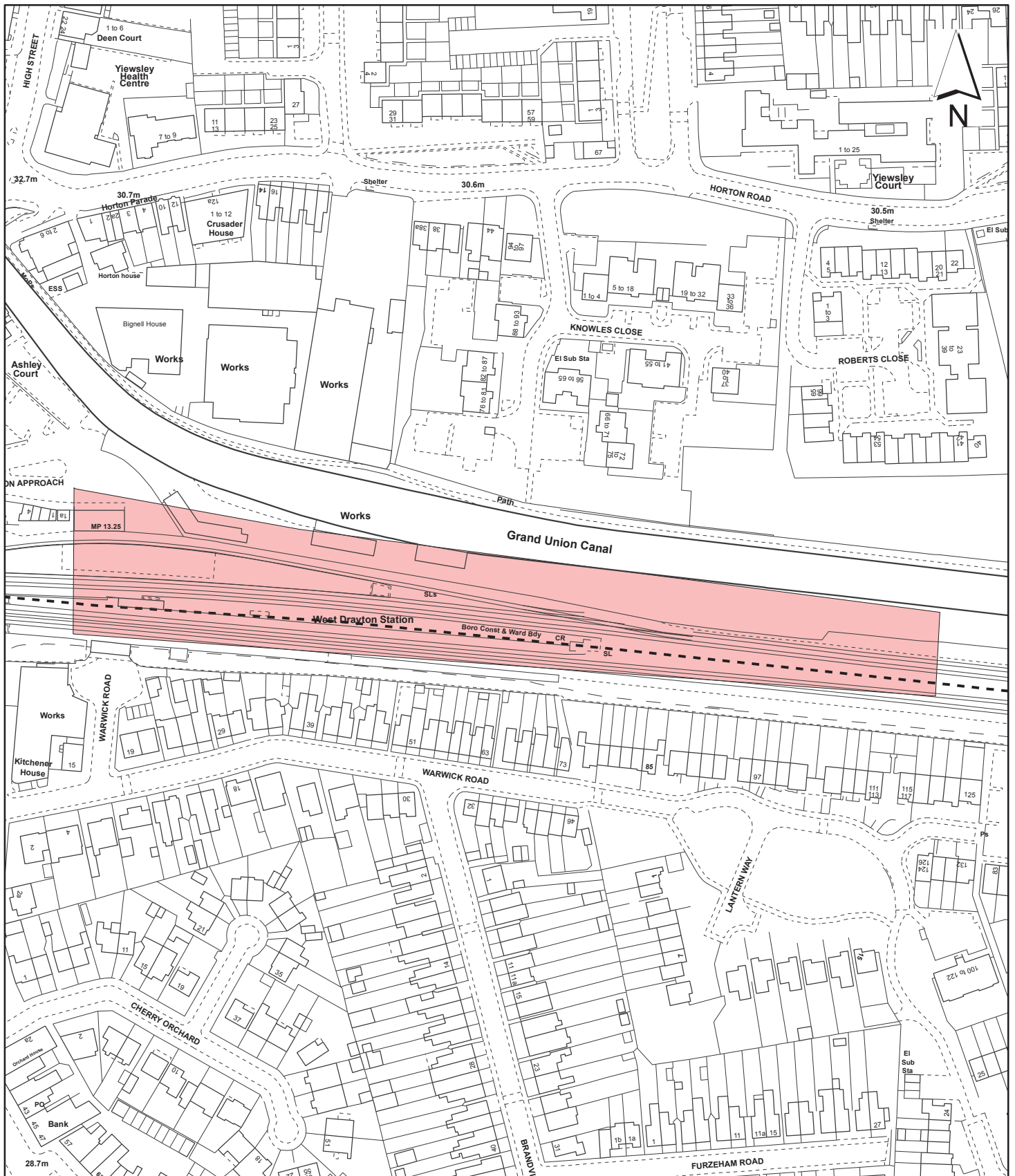
These construction arrangements contribute to improving the linkages within London and the overall regeneration objectives of the area in compliance with London Plan (July 2011) Policies, and it is recommended that the Plans and Specification submission for permanent works under Crossrail Act 2008, Schedule 7 be approved.

11. Reference Documents

Crossrail Act 2008
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**West Drayton Station
 Station Road
 Yiewsley**

Planning Application Ref:
31592/APP/2015/186

Planning Committee
Major Page 259

Scale
1:2,000

Date
March 2015

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee

24th March 2015



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

Address SITES 1 AND 2, UXBRIDGE CAMPUS, BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Application for Extension of Time to Implement Outline Application for Brunel University Master Plan proposals (ref:532/APP/2002/2237) comprising erection of 48,064 sq.m of new academic floorspace, 69,840 sq.m of new student residential accommodation, ancillary floorspace and infrastructure, provision of 645 additional parking spaces, improved access from Kingston lane, new access from Cowley road, highway improvements to Cleveland road, improved pedestrian and cycle routes, landscaping and environmental improvements (involving demolition of 18,600 sq.m of existing floorspace).

LBH Ref Nos: 532/APP/2012/670

Date Plans Received:	19/03/2012	Date(s) of Amendment(s):	04/06/2014
Date Application Valid:	18/04/2012		11/06/2012
			18/04/2012

KEY

EXISTING ACADEMIC DEVELOPMENT ZONES

NEW STUDENT RESIDENTIAL DEVELOPMENT ZONES

LANDSCAPING ZONES

INFRASTRUCTURE/PARKING AREAS

PRINCIPAL PEDESTRIAN ROUTES

VEHICLE ACCESS

TRAVEL BAN CENTRAL CIRCULATION HUB

1 in 100yr RETURN PERIOD FLOOD LEVEL. No structures to be constructed within flood boundary.

EXISTING ACADEMIC BUILDINGS

EXISTING STUDENT RESIDENTIAL BUILDINGS

EXISTING LANDSCAPE AREAS

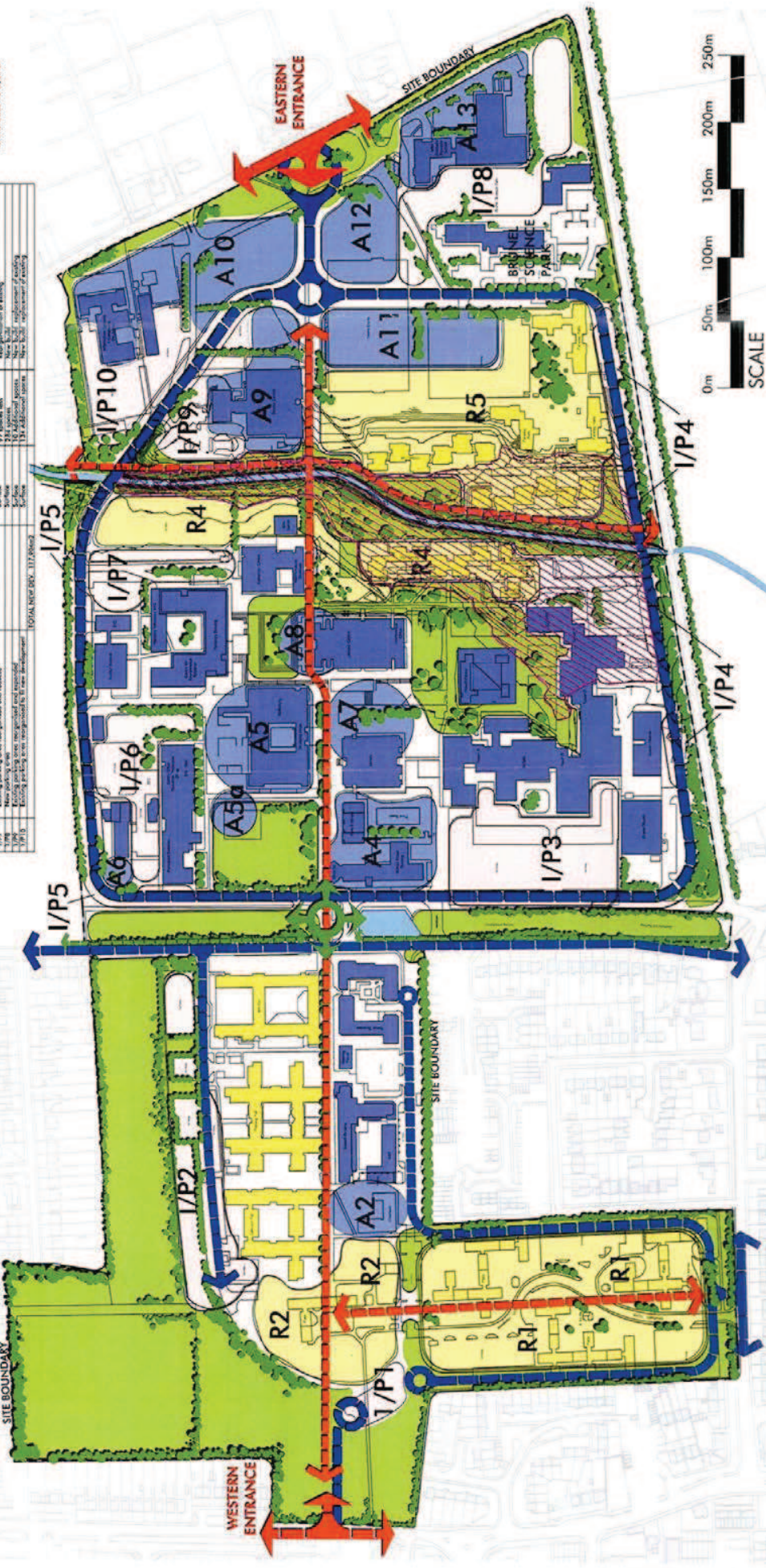
15 MAR 2012

GH/JP I/P1

DEVELOPMENT SCHEDULE

ZONE	USE	AREA OF NEW DEVELOPMENT (sq. meters)	No. OF SPACES	No. OF DEVELOPMENT
R1	New Student Residential Accommodation	12,700sq	1,870	Replacement of existing blocks
R2	New Student Residential Accommodation	13,500sq	2,000	New Build
R3	New Student Residential Accommodation	17,000sq	2,500	New Build
R4	New Student Residential Accommodation	17,000sq	2,500	New Build
R5	New Student Residential Accommodation	10,000sq	1,500	New Build
A1	New Academic Building	10,000sq	1,500	214 New build units and 840 replacement units
A2	New Academic Building	6,000sq	900	New Build
A3	New Academic Building	6,000sq	900	New Build
A4	Redeveloped Existing Academic Building	6,000sq	900	Redeveloped Existing Academic Building
A5	Redeveloped Existing Academic Building	6,000sq	900	Redeveloped Existing Academic Building
A6	Redeveloped Existing Academic Building	6,000sq	900	Redeveloped Existing Academic Building
A7	New Academic Building	6,000sq	900	New Build
A8	New Academic Building	6,000sq	900	New Build
A9	New Academic Building	6,000sq	900	New Build
A10	New Academic Building	6,000sq	900	New Build
A11	New Academic Building	6,000sq	900	New Build
A12	New Academic Building	6,000sq	900	New Build
A13	New Academic Building	6,000sq	900	New Build
I/P1	New parking area	10,000sq	1,500	New parking area of 1,500 spaces
I/P2	New parking area	10,000sq	1,500	New parking area of 1,500 spaces
I/P3	New parking area	10,000sq	1,500	New parking area of 1,500 spaces
I/P4	New parking area	10,000sq	1,500	New parking area of 1,500 spaces
I/P5	New parking area	10,000sq	1,500	New parking area of 1,500 spaces
R1	Redeveloped Existing Residential Building	10,000sq	1,500	Redeveloped Existing Residential Building
R2	New Student Residential Accommodation	10,000sq	1,500	New Build
R3	New Student Residential Accommodation	10,000sq	1,500	New Build
R4	New Student Residential Accommodation	10,000sq	1,500	New Build
R5	New Student Residential Accommodation	10,000sq	1,500	New Build

At present the Brunel Campus has 1,942 No. parking spaces on sites 1&2. The total number of spaces is to increase to 2,598.



**BRUNEL UNIVERSITY
PARAMETERS PLAN**

The Fairhursts Design Group
Bank Chambers
Faulkner Street
Manchester M1 4EH

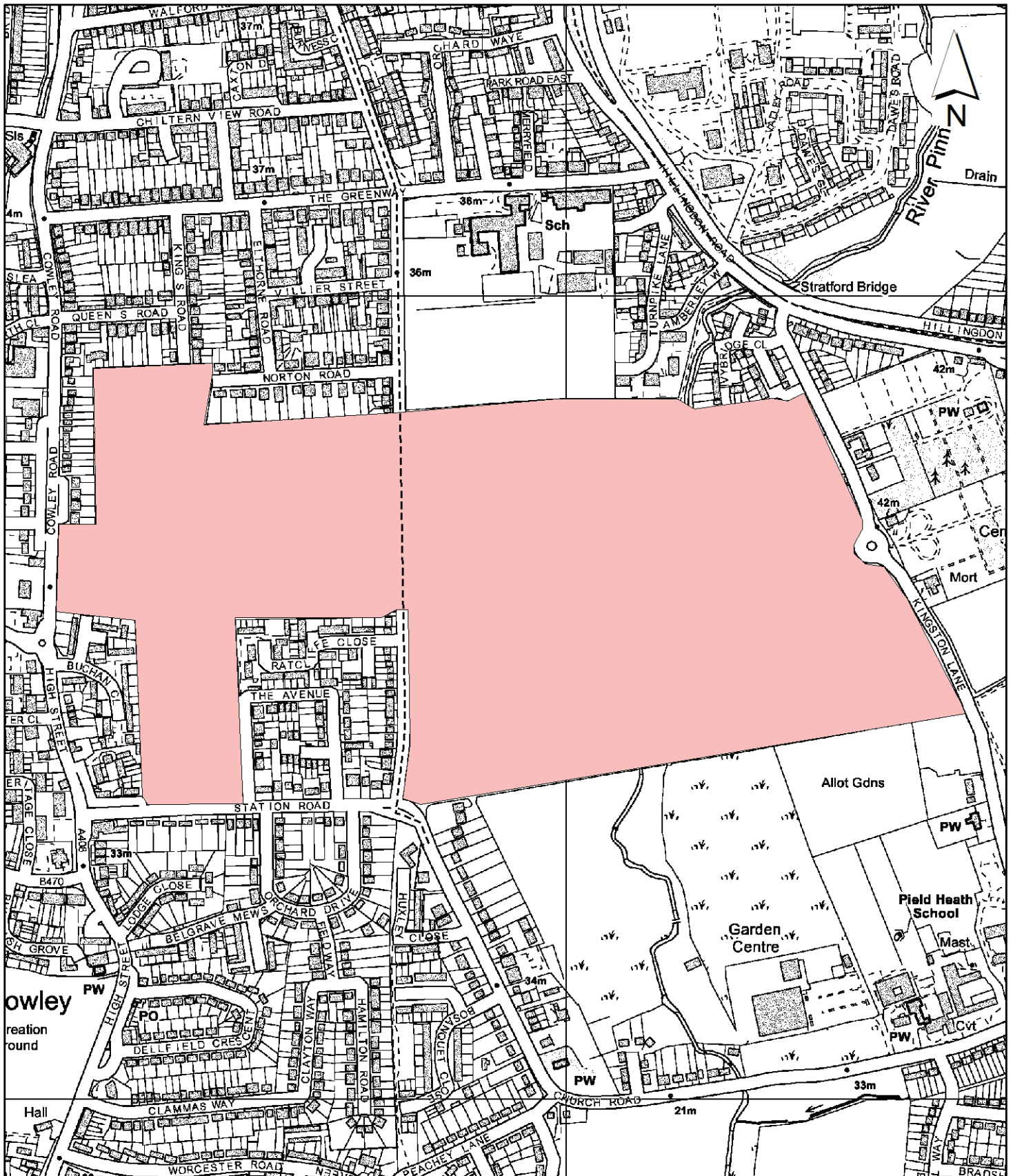
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DLW	EPF	M	07/07/03

Fairhursts
ARCHITECTS


Job No: S1463
Scale: 1:1500@A1
Date: 07/07/03

01-09

BRUNEL UNIVERSITY



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Site Address

**Sites 1 and 2 Uxbridge Campus
 Brunel University
 Kingston Lane
 Hillingdon**

Planning Application Ref:

532/APP/2012/670

Planning Committee

Major Page 264

Scale

1:6,500

Date

March 2015

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HAREFIELD GROVE RICKMANSWORTH ROAD HAREFIELD

Development: Conversion of majority of historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall, retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement and reinstatement of former entrance lodge as two dwelling units. (Full Planning Application amended scheme).

LBH Ref Nos: 28301/APP/2013/3104

Date Plans Received: 21/10/2013











Date(s) of Amendment(s):

Date Application Valid: 20/11/2013

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KEY

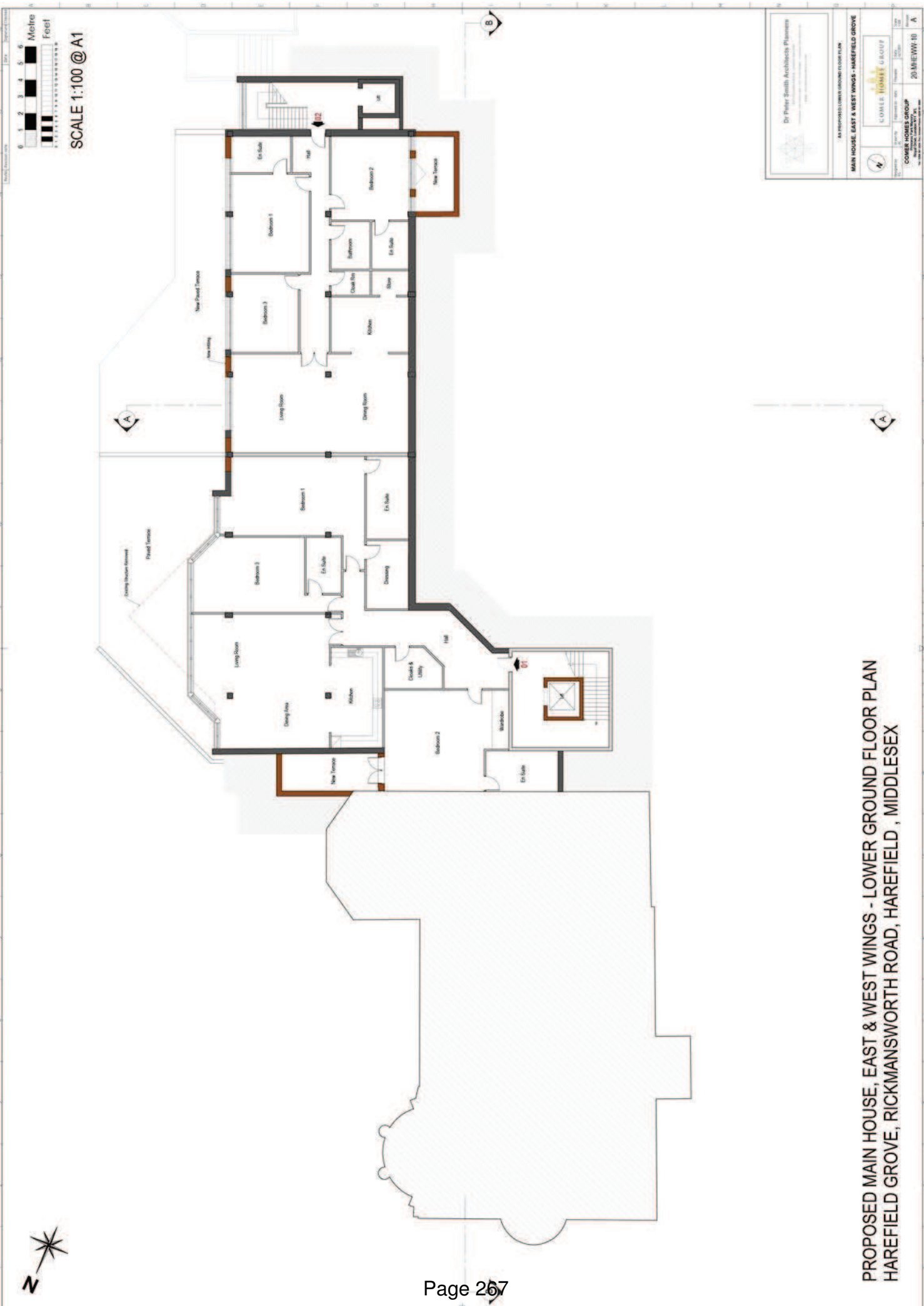
-  Surrounding Buildings
-  Existing Buildings Removed
-  Existing Buildings Retained or Remastered
-  Proposed/New Buildings
-  Gravel Roadways
-  Footpaths
-  Site Boundary
-  Paved Terraces
-  Existing Trees Retained
-  Existing Trees Removed



PROPOSED MASTERPLAN - HAREFIELD GROVE - HAREFIELD, MIDDLESEX

10-02-2014 Dwg No. HG-00 Rev G





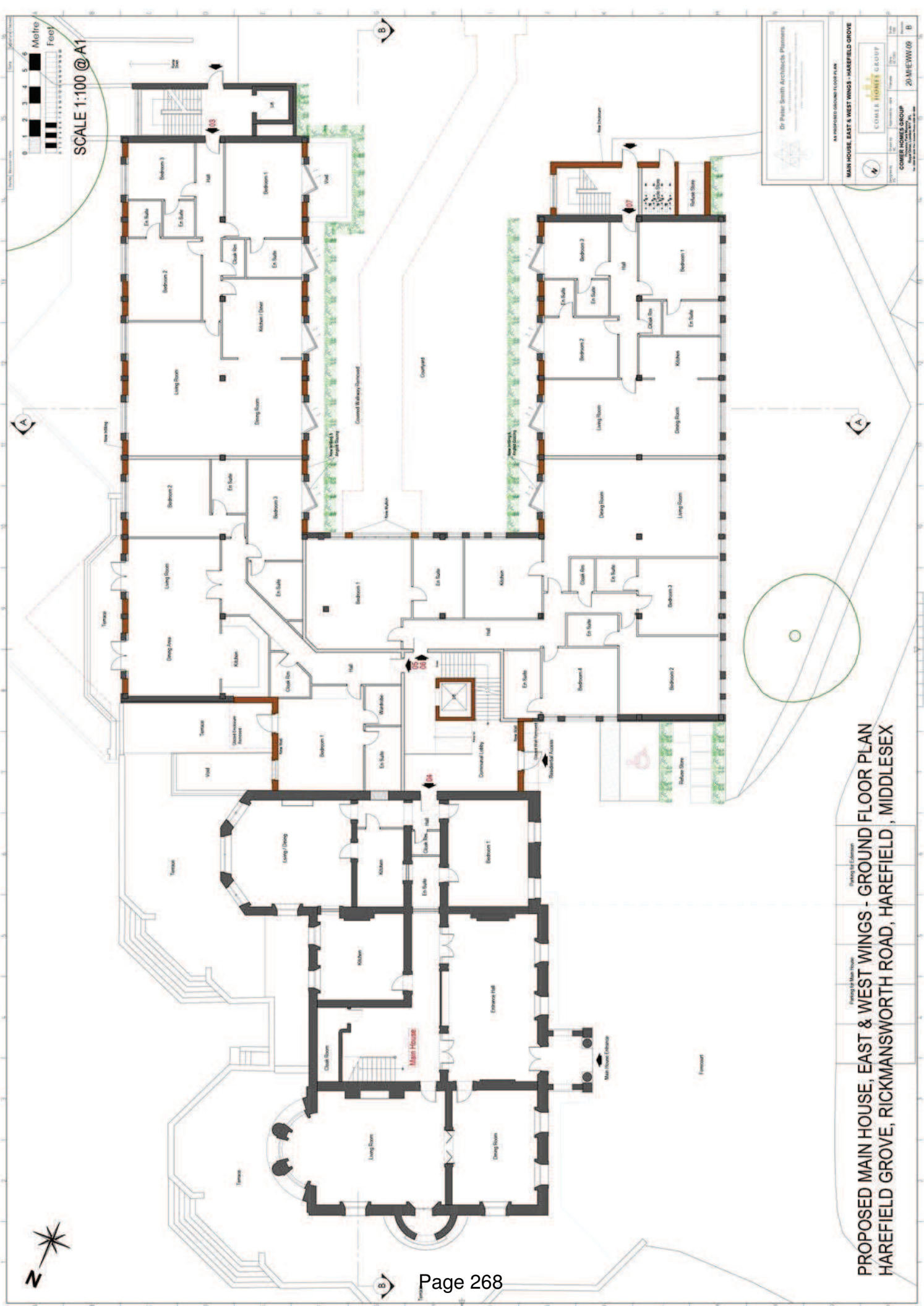
Dr Peter Smith Architects Planners
 24 HORNFIELD COURT, HORNFIELD, LEICESTERSHIRE, LE12 6JG
 01530 850000
 www.peter-smith.co.uk

24 HORNFIELD COURT, HORNFIELD, LEICESTERSHIRE, LE12 6JG
 01530 850000
 www.peter-smith.co.uk

MAIN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE

COMER HOMES GROUP
 COMER HOMES GROUP
 20 MEEUW 10 A

PROPOSED MAIN HOUSE, EAST & WEST WINGS - LOWER GROUND FLOOR PLAN
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



SCALE 1:100 @ A1

DR Peter Smith Architects Planners
 100-102, The Quadrant, Harefield, Middlesex, UB8 3PH
 Tel: 01895 831111 Fax: 01895 831112
 www.peter-smith.co.uk

MAN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE
 AN APPROVED GRADING LAYOUT PLAN

COMER HOMES GROUP
 COMER HOMES GROUP
 20, MEVON WAY, HAREFIELD, MIDDLESEX, UB8 3PH
 20/MEVW/08 B

PROPOSED MAIN HOUSE, EAST & WEST WINGS - GROUND FLOOR PLAN
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



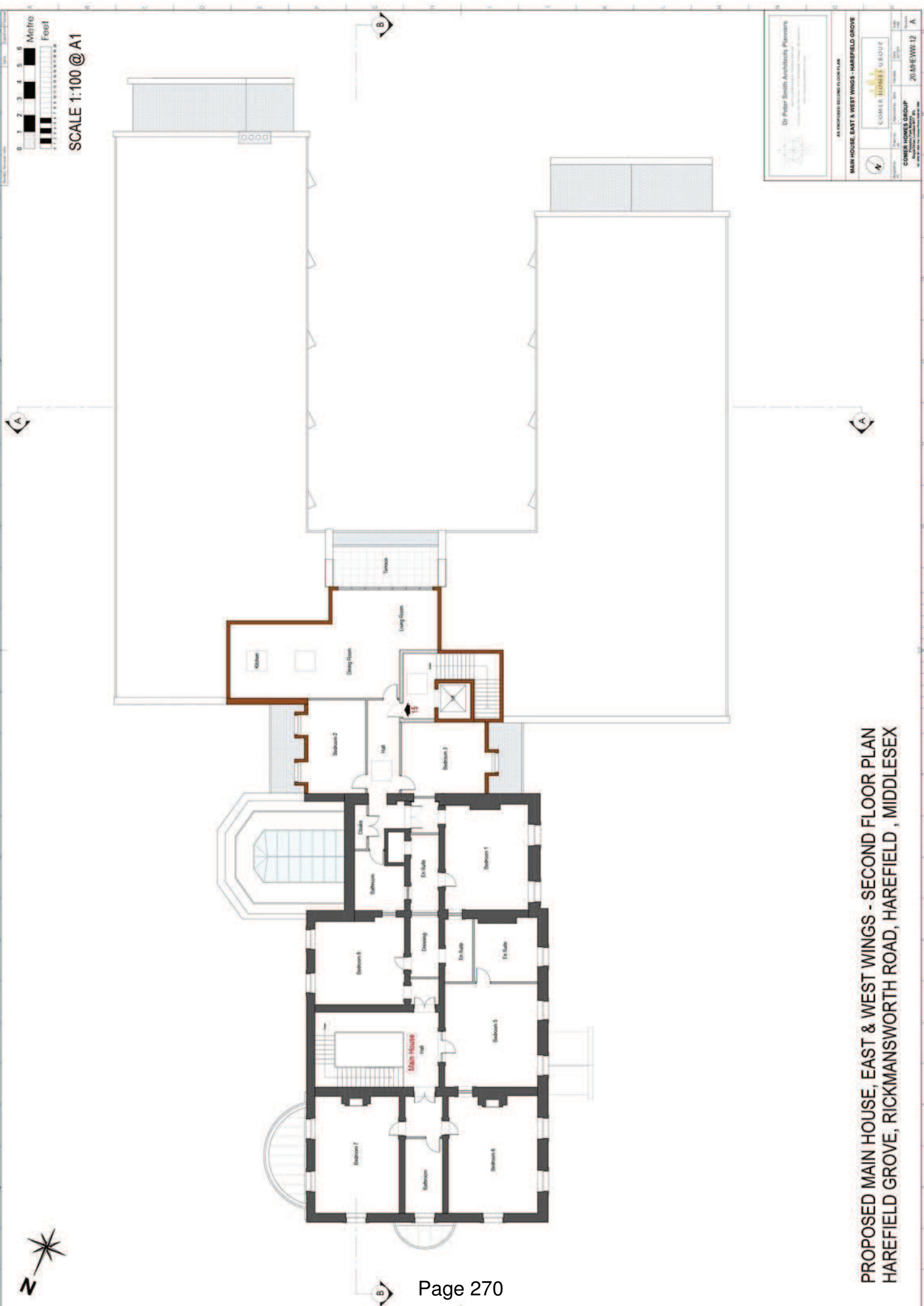
DP Peter Smith Architects Planners
 1000 West 10th Street, Suite 100
 Denver, CO 80202
 Phone: 303.733.1111
 Fax: 303.733.1112
 www.peter-smith.com

MAN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE
 ARCHITECTED FIRST FLOOR PLAN

COMER HOMES GROUP
 1000 West 10th Street, Suite 100
 Denver, CO 80202
 Phone: 303.733.1111
 Fax: 303.733.1112
 www.comerhomes.com

2018/05/11 B

PROPOSED MAIN HOUSE, EAST & WEST WINGS - FIRST FLOOR PLAN
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



SCALE 1:100 @ A1

Dr Peter Smith Architects Planners

44 PROPOSED SECOND FLOOR PLAN

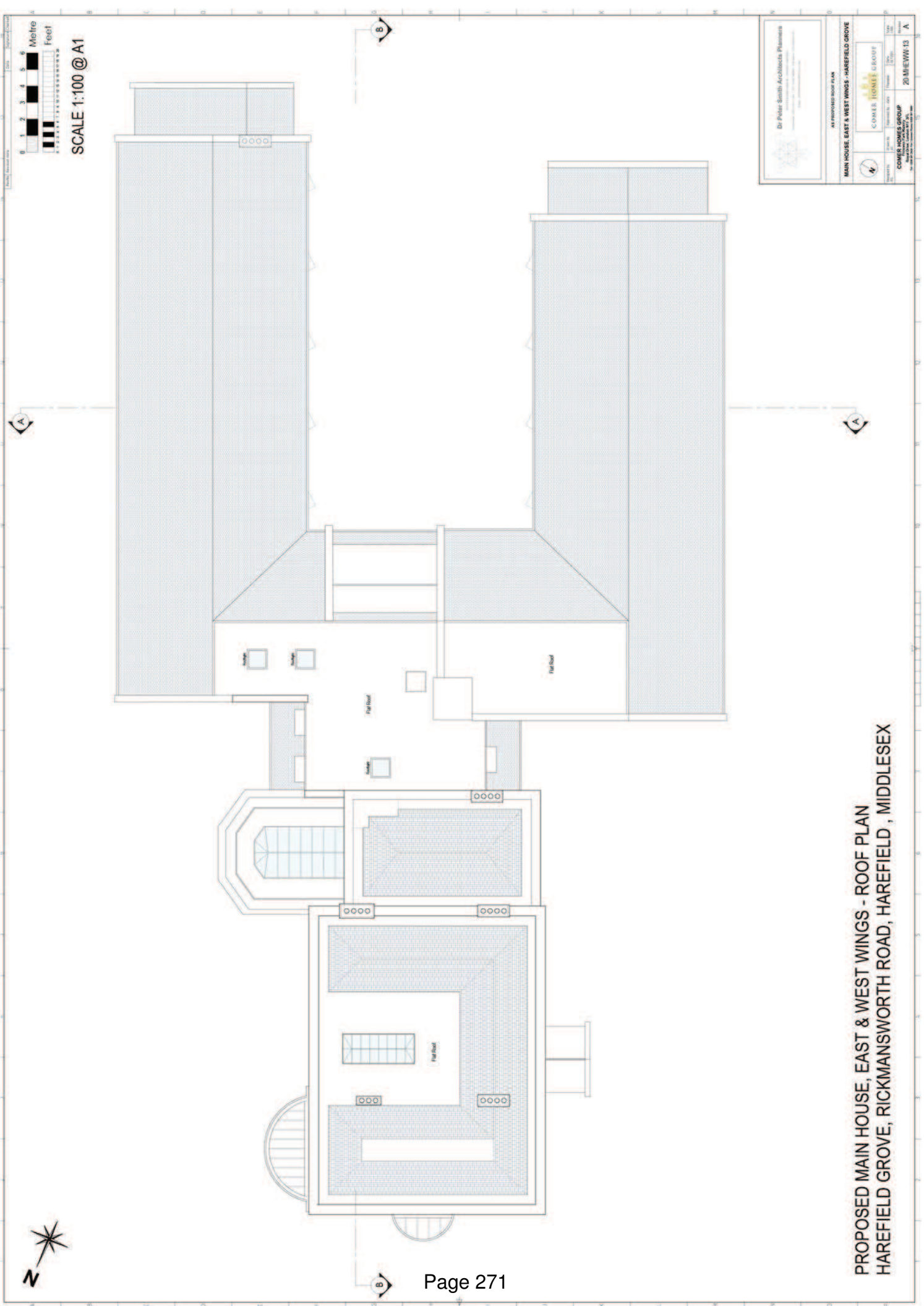
MAIN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE

COMER HOMES GROUP

COMER HOMES GROUP

20/19/EVW-12 A

PROPOSED MAIN HOUSE, EAST & WEST WINGS - SECOND FLOOR PLAN
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



0 1 2 3 4 5 6
 Metre
 0 1 2 3 4 5 6
 Feet
 SCALE 1:100 @ A1

Dr Peter Smith Architects Planners
 100, Harefield Road, Rickmansworth, Herts, SG8 9JL
 T: 0453 876200 F: 0453 876201
 www.peter-smith.co.uk

APPROVED ROOF PLAN

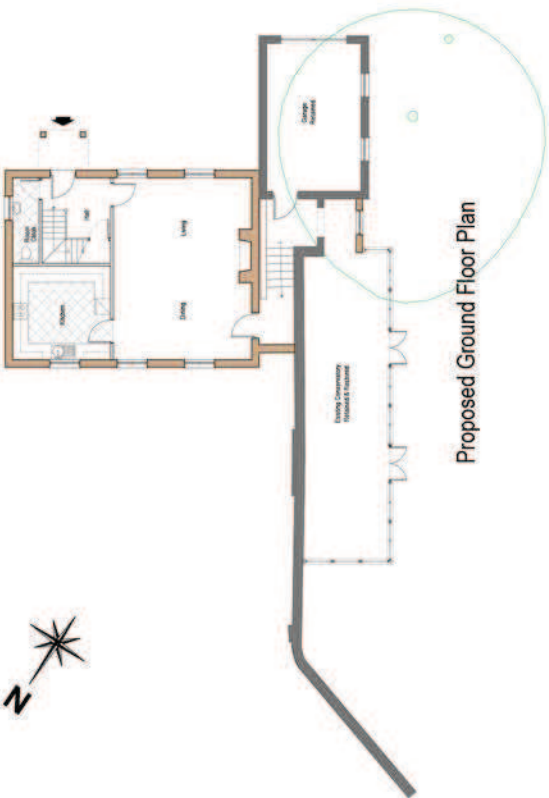
MAIN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE

OWNER: COWIE HOMES GROUP

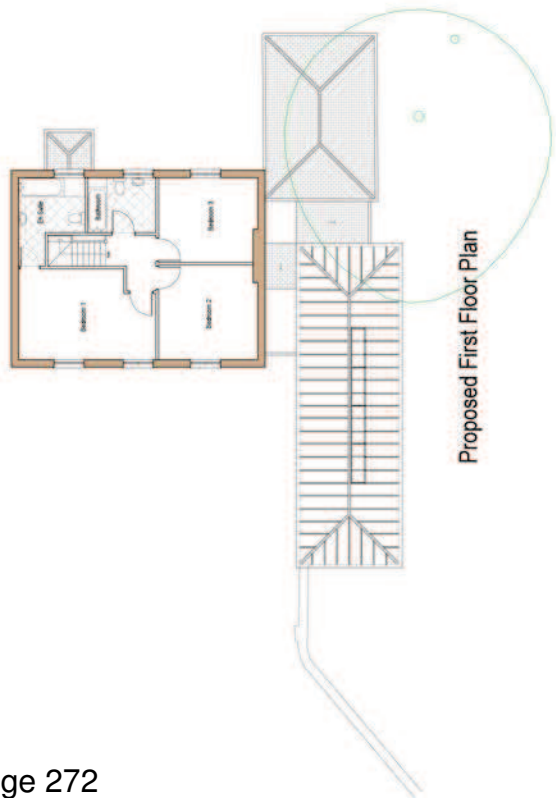
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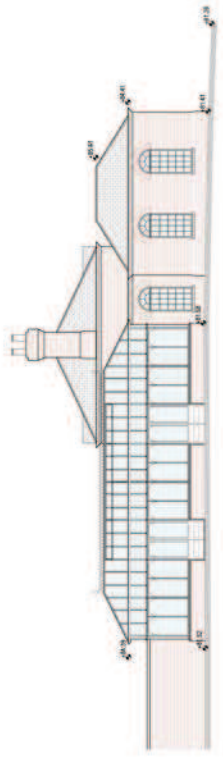
PROPOSED MAIN HOUSE, EAST & WEST WINGS - ROOF PLAN
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



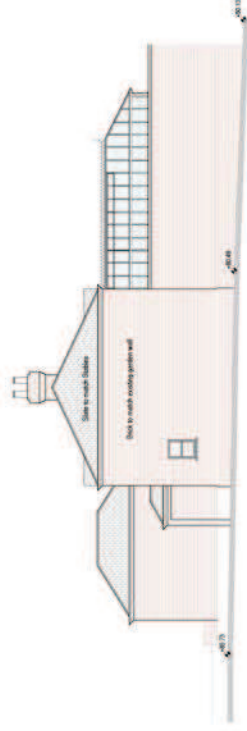
Proposed Ground Floor Plan



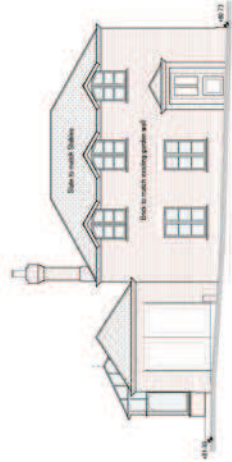
Proposed First Floor Plan



Proposed Southwest Elevation



Proposed Northeast Elevation



Proposed Southeast Elevation



Proposed Northwest Elevation



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Dr Peter Smith Architects Planners
 AS REGISTERED ARCHITECTS
 CONSERVATORY HOUSE - HAREFIELD GROVE
 COMER HOMES GROUP
 20-CH-01 A

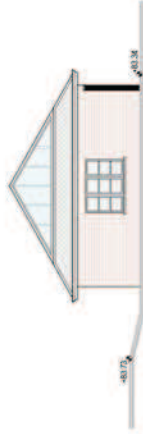
PROPOSED CONSERVATORY HOUSE
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



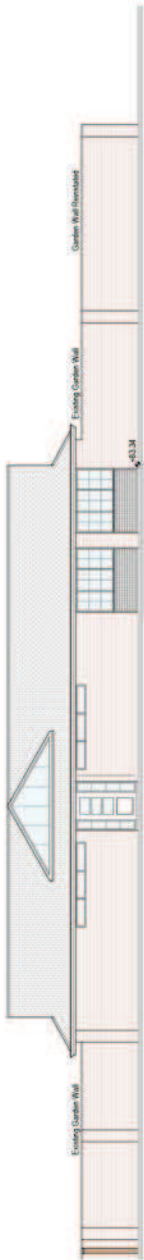
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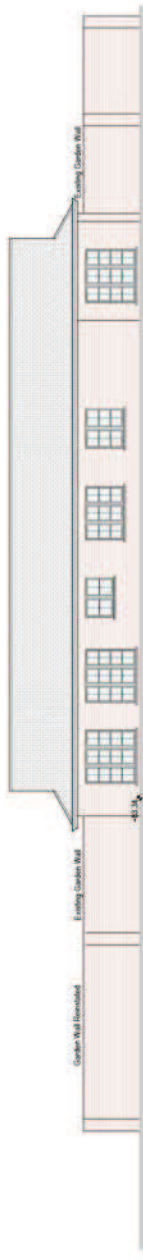
Proposed North West Elevation



Proposed South East Elevation



Proposed North East Elevation



Proposed South West Elevation



Proposed Floor Plan

PROPOSED GARDEN HOUSE
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX

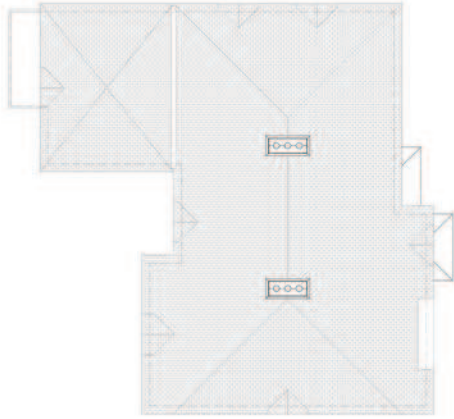
<p>Dr Peter Smith Architects Planners</p>	
<p>ALL PROPOSED DRAWINGS</p>	
<p>GARDEN HOUSE - HAREFIELD GROVE</p>	
<p>COMER HOMES GROUP</p>	
<p>DATE: 20.01.01</p>	<p>SCALE: A</p>



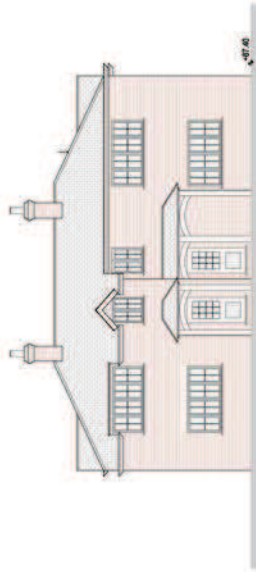
Proposed Ground Floor Plan



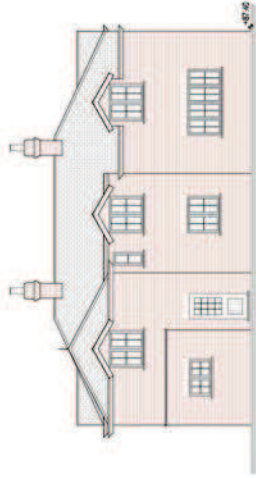
Proposed First Floor Plan



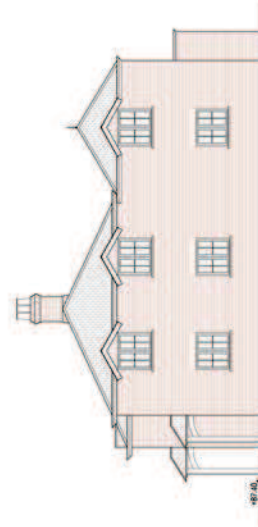
Proposed Roof Plan



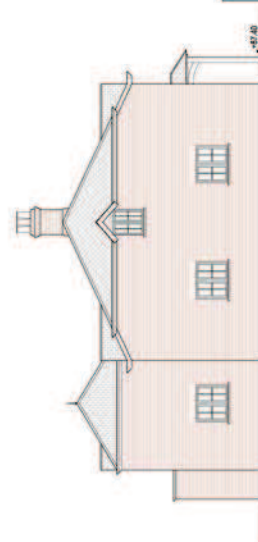
Proposed North Elevation



Proposed South Elevation



Proposed West Elevation



Proposed East Elevation



SCALE 1:100 @ A1

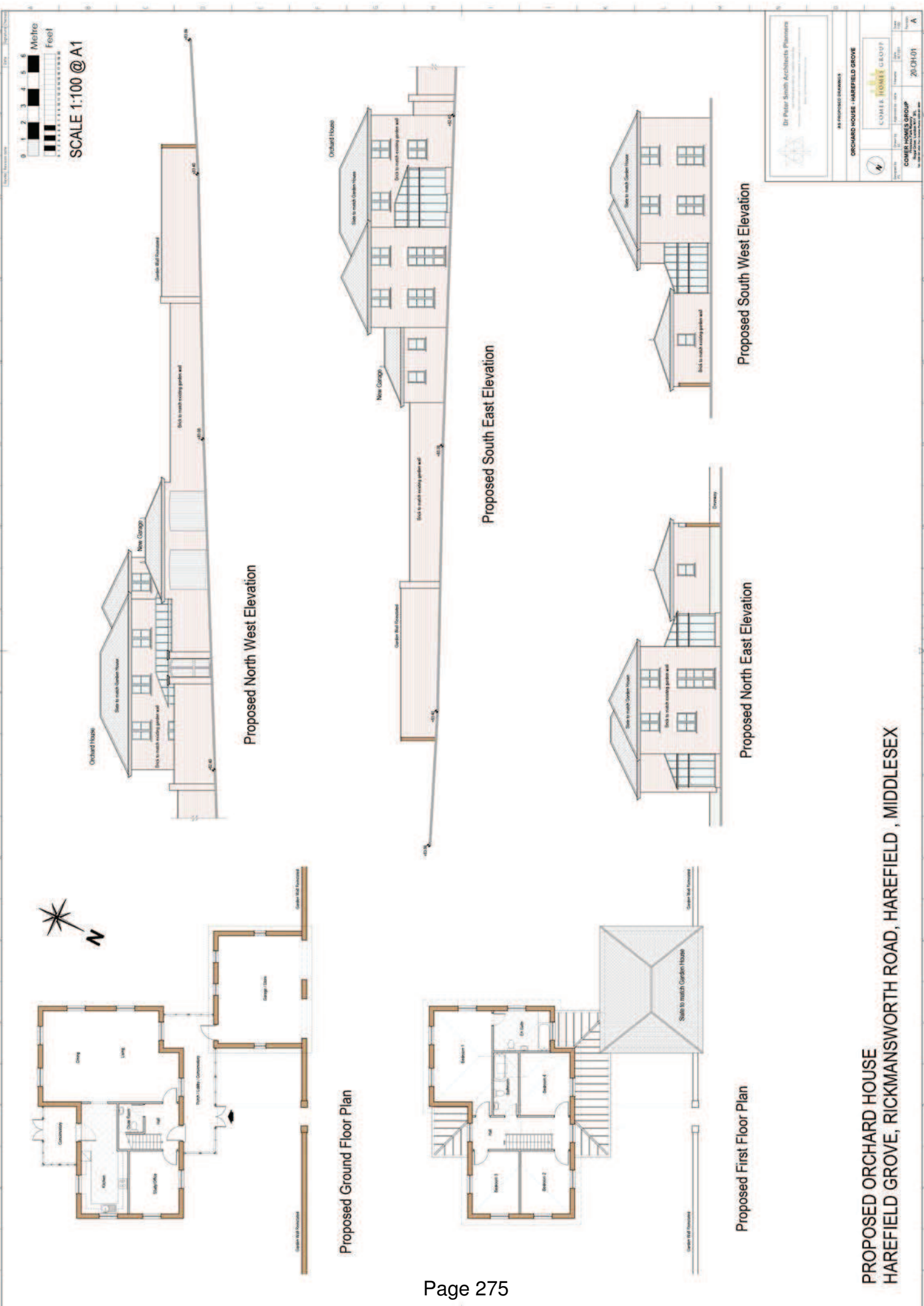
Dr Peter Smith Architects Planners
 11 Harefield Grove, Rickmansworth Road, Harefield, Middlesex, HA2 9JQ
 Telephone: 0181 750 1234 Fax: 0181 750 1235

ALL PROPOSED DIMENSIONS

ENTRANCE LODGE HOUSE - HAREFIELD GROVE

Client	COMER HOMES GROUP
Architect	Dr Peter Smith Architects Planners
Date	20-ELH-01

PROPOSED ENTRANCE LODGE HOUSE
HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX



SCALE 1:100 @ A1



Proposed Ground Floor Plan

Proposed First Floor Plan

Proposed North West Elevation

Proposed South East Elevation

Proposed North East Elevation

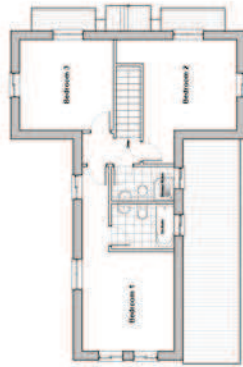
Proposed South West Elevation

PROPOSED ORCHARD HOUSE
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX

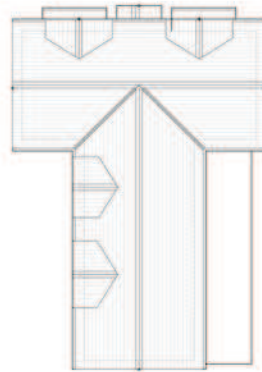
Dr Peter Smith Architects Planners
 25 PROPOSED PLANNERS
 ORCHARD HOUSE - HAREFIELD GROVE
 COMER HOMES GROUP
 COMER HOMES GROUP
 20.01.01 A



Proposed Ground Floor Plan



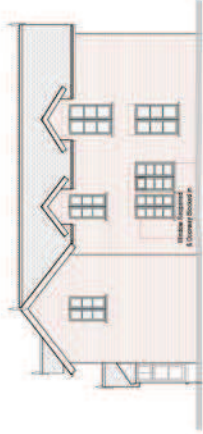
Proposed First Floor Plan



Proposed Roof Plan



Proposed Northwest Elevation



Proposed Southwest Elevation



Proposed Southeast Elevation

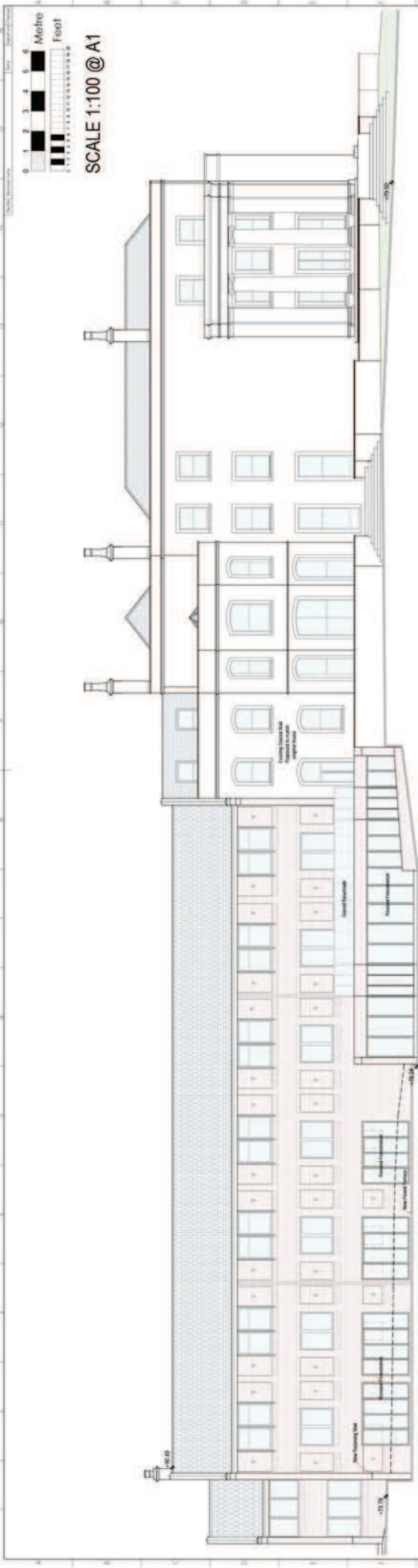


Proposed Northeast Elevation

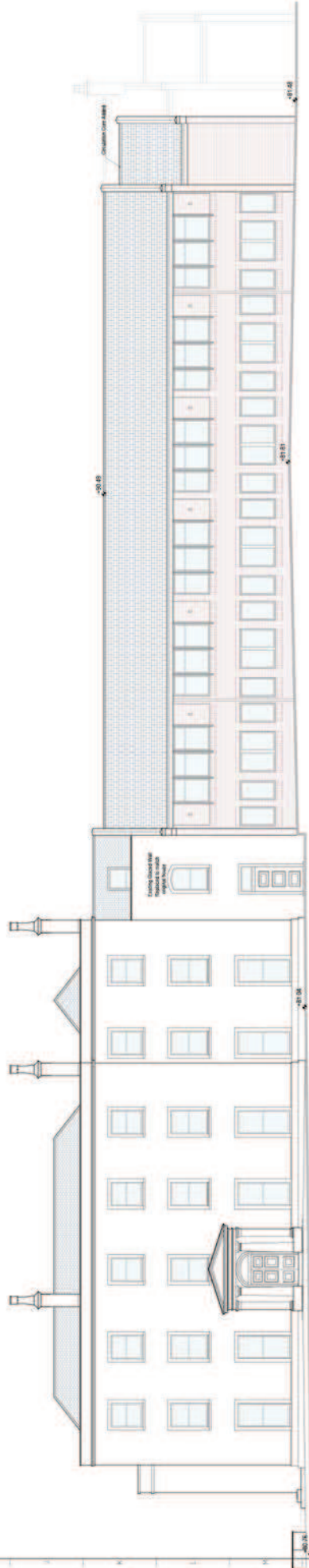
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Metre
0 1 2 3 4 5 6
Feet
SCALE 1:100 @ A1

Dr Peter Smith Architects Planners
 14 FREDRICK SQUARE
 COTTAGE HOUSE - HAREFIELD GROVE
 COMER HOMES GROUP
 COMER HOMES GROUP
 20-CHR-02 B

**PROPOSED COTTAGE HOUSE
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX**



NORTHEAST ELEVATION



SOUTHWEST ELEVATION

DP Peter Smith Architects Planners
 22 SHEPHERD AVENUE, SUITE 200
 WILMINGTON, MASSACHUSETTS 01890
 TEL: 978.264.1111 FAX: 978.264.1112
 WWW.PETERSMITHARCHITECTS.COM

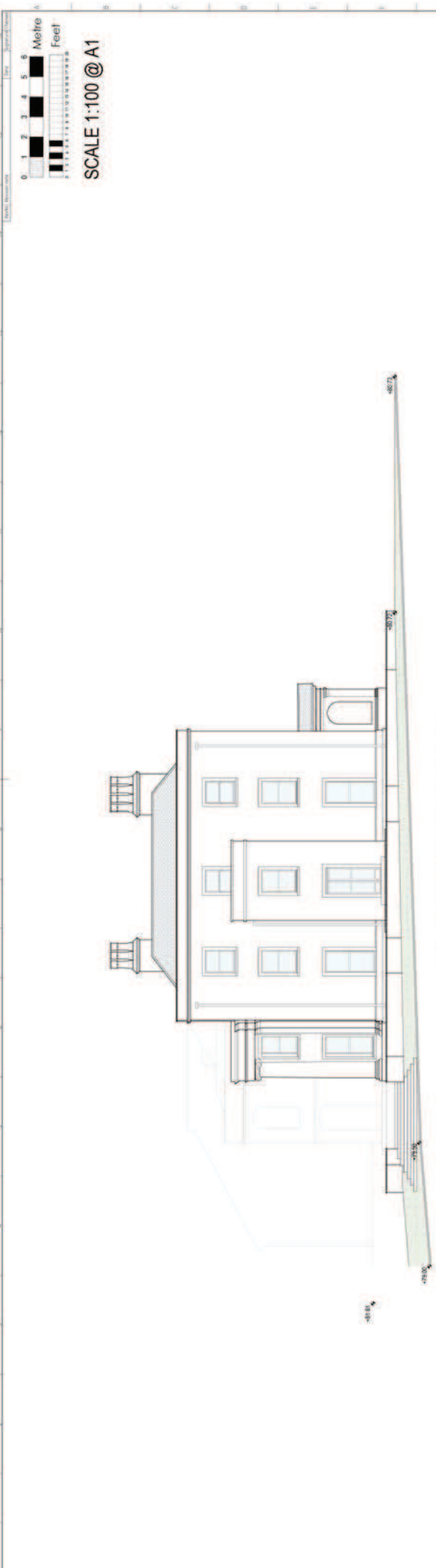
PROPOSED SECTION ELEVATIONS

MAIN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE

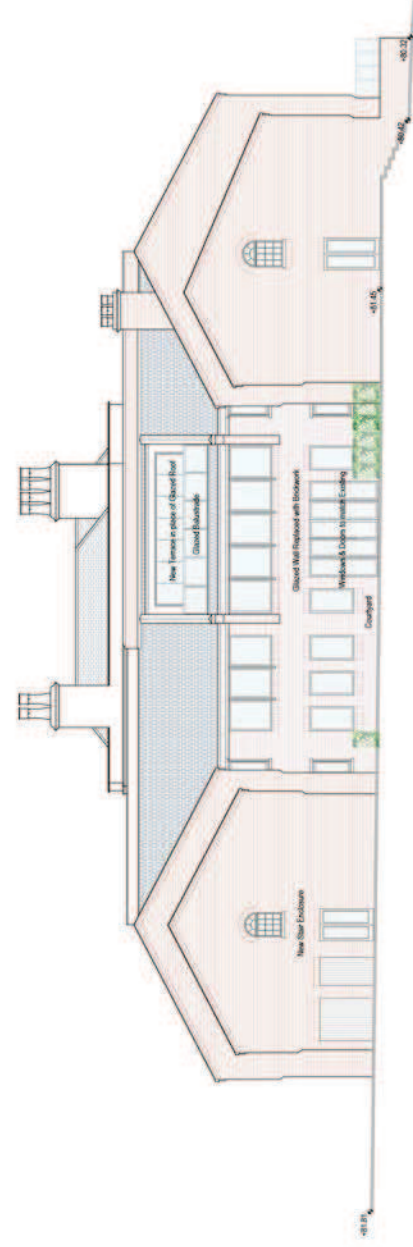
COMER HOMES GROUP
 22 SHEPHERD AVENUE, SUITE 200
 WILMINGTON, MASSACHUSETTS 01890
 TEL: 978.264.1111 FAX: 978.264.1112
 WWW.COMERHOMESGROUP.COM

DATE: 11/11/14
 DRAWN BY: J. SMITH
 CHECKED BY: J. SMITH
 PROJECT NO.: 22 SHEPHERD AVENUE, SUITE 200
 SHEET NO.: 22-AHEW-14
 SCALE: A

**PROPOSED MAIN HOUSE, EAST & WEST WINGS - ELEVATIONS
 HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX**



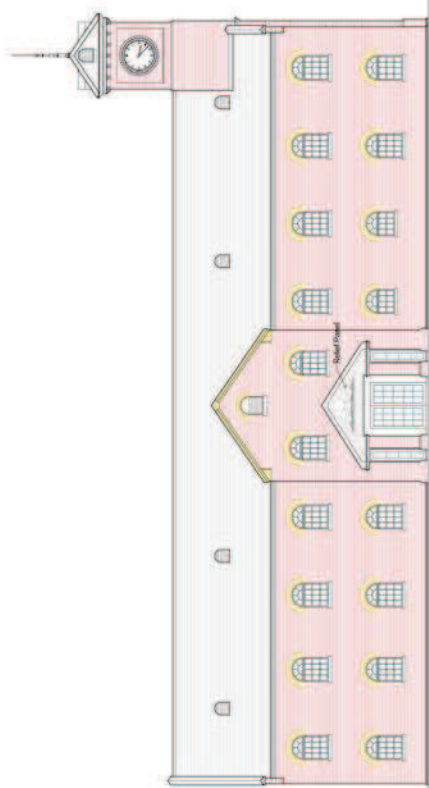
NORTHWEST ELEVATION



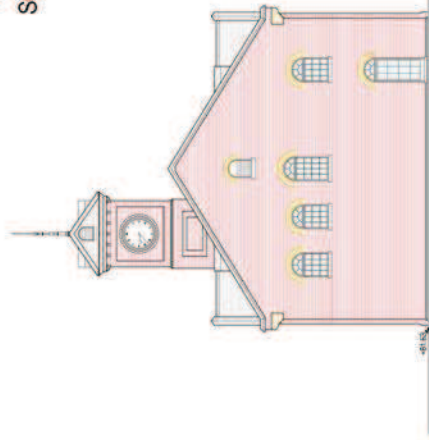
PROPOSED SOUTHEAST ELEVATION

**PROPOSED MAIN HOUSE, EAST & WEST WINGS - ELEVATIONS
HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX**

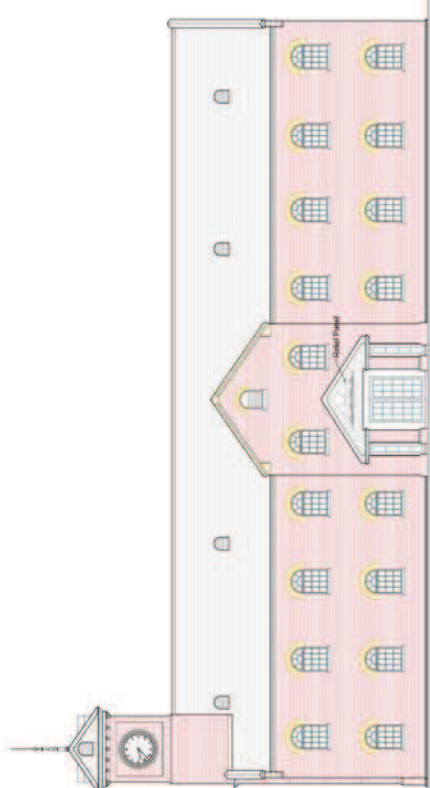
Dr Peter Smith Architects Planners
 22 MHE/W-15 A
 COMER HOMES GROUP
 MAIN HOUSE, EAST & WEST WINGS - HAREFIELD GROVE
 22 MHE/W-15 A



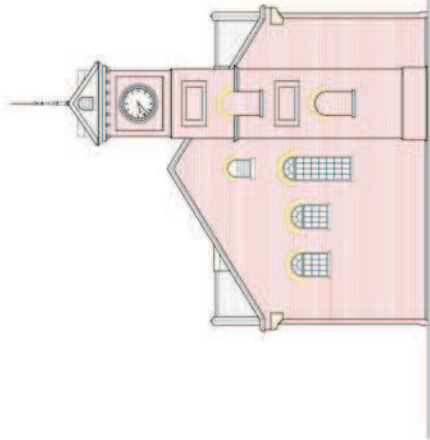
North Elevation



East Elevation



South Elevation



West Elevation



SCALE 1:100 @ A1

**PROPOSED STABLE BLOCK (Clock Tower) ELEVATIONS
HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX**

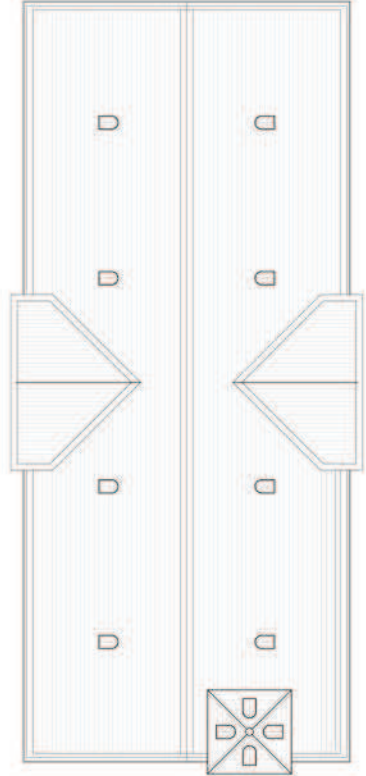
<p>Dr Peter Smith Architects Planners 14 Harewood Avenue, London W8A 9JH Telephone: 020 7323 1234 Fax: 020 7323 1235</p>	
<p>ARCHITECTURAL ELEVATIONS</p> <p>STABLE BLOCK - HAREFIELD GROVE</p>	
<p>COMER HOMES GROUP</p>	
<p>DATE: 22/05/2022</p>	<p>PROJECT NO: 22-SS-04</p>
<p>SCALE: 1:100 @ A1</p>	<p>PROJECT: STABLE BLOCK - HAREFIELD GROVE</p>



SCALE 1:100 @ A1



Proposed Ground Floor Plan



Roof Plan Retained



Proposed First Floor Plan

**PROPOSED STABLE BLOCK (Clock Tower) FLOOR PLANS
HAREFIELD GROVE, RICKMANSWORTH ROAD, HAREFIELD, MIDDLESEX**

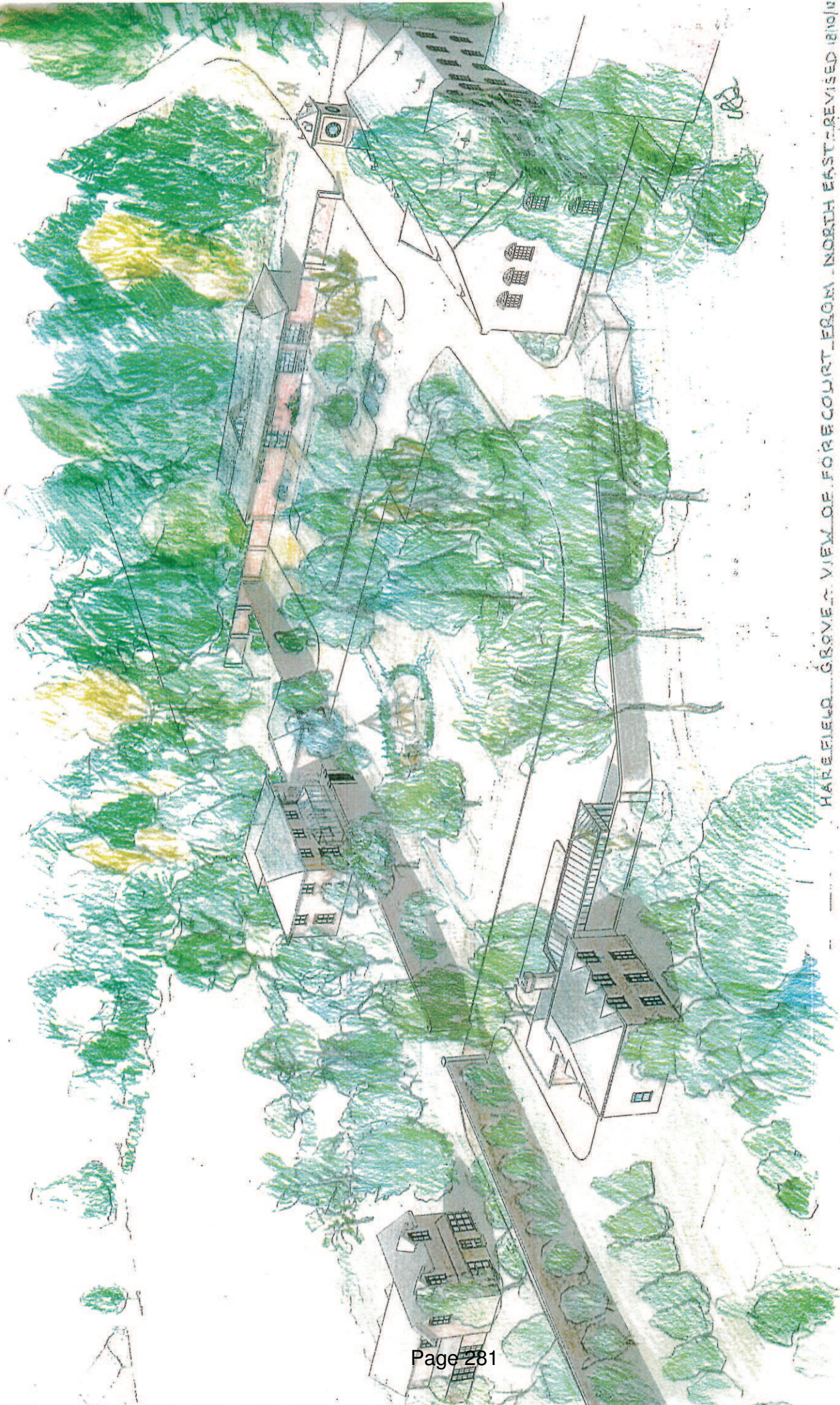
Dr Peter Smith Architects Planners
14 Harefield Road, Uxbridge, Middlesex, UB8 3PH
Telephone: 01895 555111 Fax: 01895 555112

APPROVED FLOOR PLANS
STABLE BLOCK - HAREFIELD GROVE

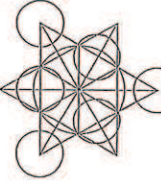
COMER HOMES GROUP

COMER HOMES GROUP
100, The Quadrant, London, SE1 1NF

20-SE-03

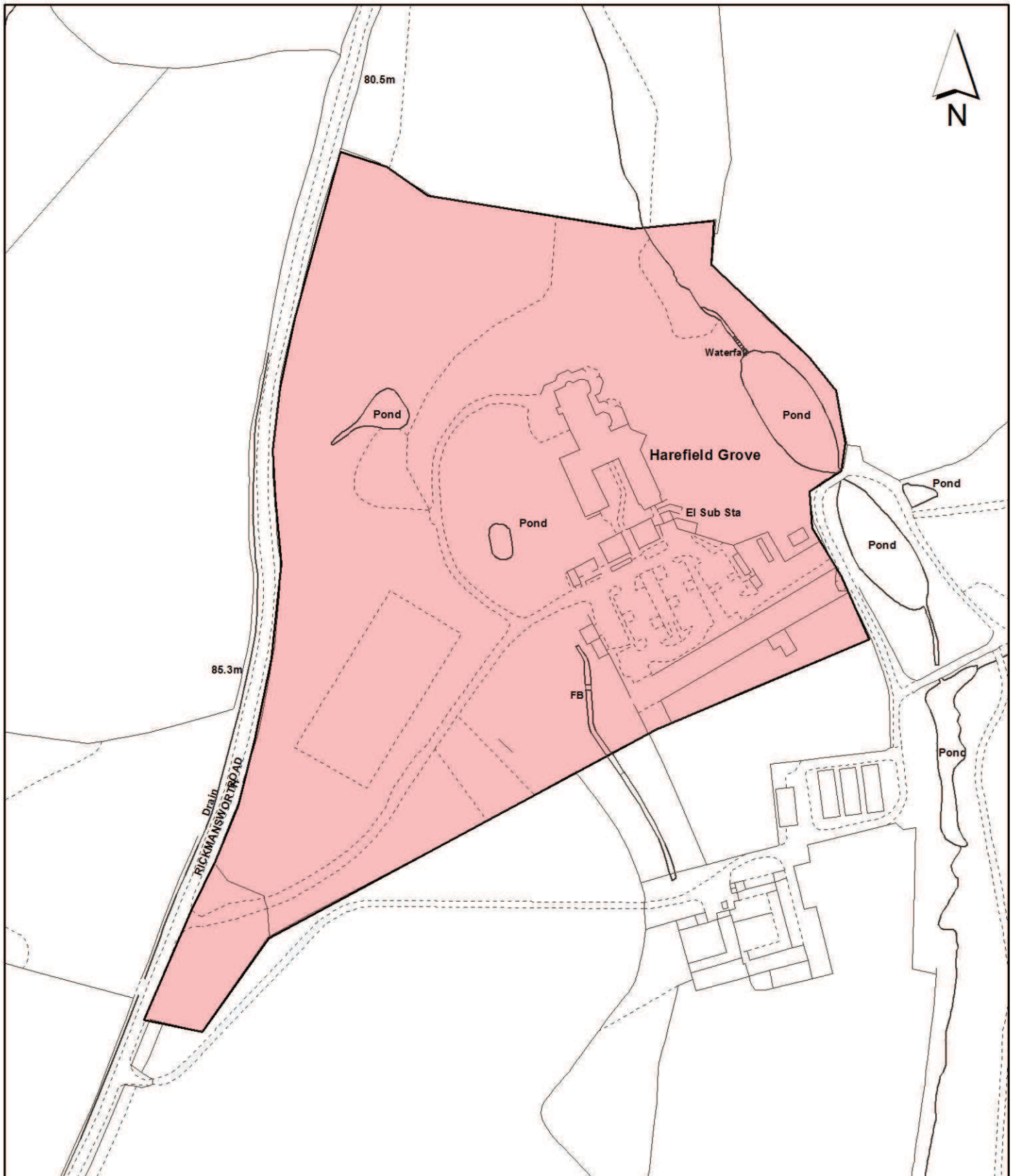


HAREFIELD GROVE - VIEW OF FORECOURT FROM NORTH EAST - REVISED 18/10/12



DR PETER SMITH ARCHITECTS PLANNERS
 18A FITZJOHNS AVENUE, LONDON NW3 5NA
 TEL: 020 7431 1544 / 07710 327 483 (M) FAX: 020 3620 2140
 E-MAIL: DCS@SMITHARCH.COMERHOMES.CO.UK

COMER HOMES GROUP



Notes

 Site boundary

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Site Address

**Harefield Grove
Rickmansworth Road
Harefield**

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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

Planning Application Ref:

28301/APP/2013/3104

Scale

1:2,500

Planning Committee

Major Page 282

Date

March 2015



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HAREFIELD GROVE RICKMANSWORTH ROAD HAREFIELD

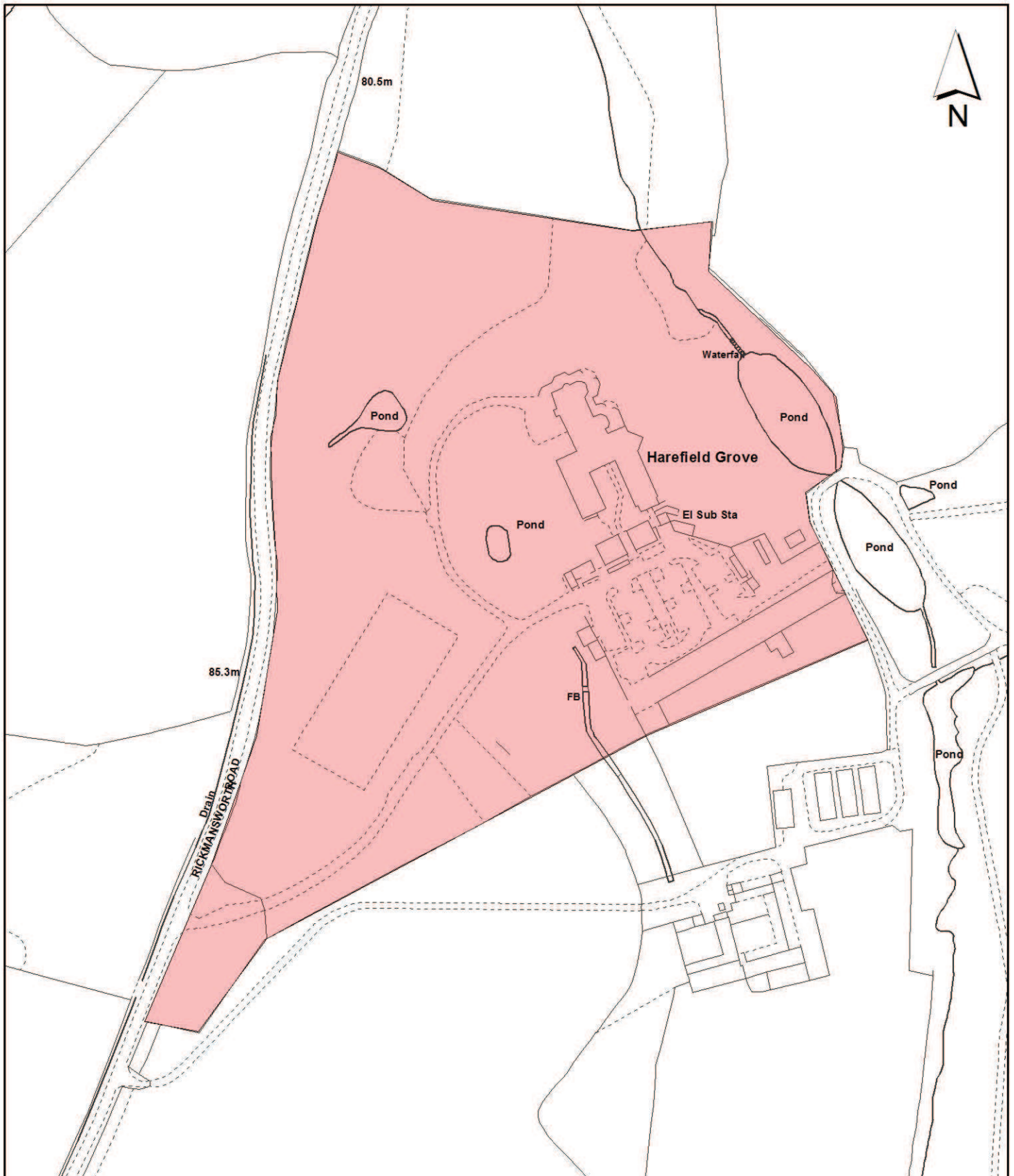
Development: Conversion of majority of historic main house into single dwelling unit, alteration and conversion of existing east and west wings and southern part of main house into 15 residential units and conversion of 'stable building' into 4 residential units. Demolition of glazed link and canopy including outbuilding to south. Restoration of historic landscape including reinstatement of garden wall retention of cottage house, conversion & extension of existing conservatory and adjacent building to form single dwelling, conversion and extension of existing outbuilding/store to form single dwelling house and construction of new house with garage to the southeast linked with garden wall reinstatement and reinstatement of former entrance lodge as two dwelling units. (Listed Building Consent Application amended).

LBH Ref Nos: 28301/APP/2013/3105

Date Plans Received: 21/10/2013

Date(s) of Amendment(s):

Date Application Valid: 29/10/2013



Notes

 Site boundary

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Site Address

**Harefield Grove
 Rickmansworth Road
 Harefield**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

28301/APP/2013/3105

Scale

1:2,500

Planning Committee

Major Page 284

Date

March 2015



HILLINGDON
 LONDON

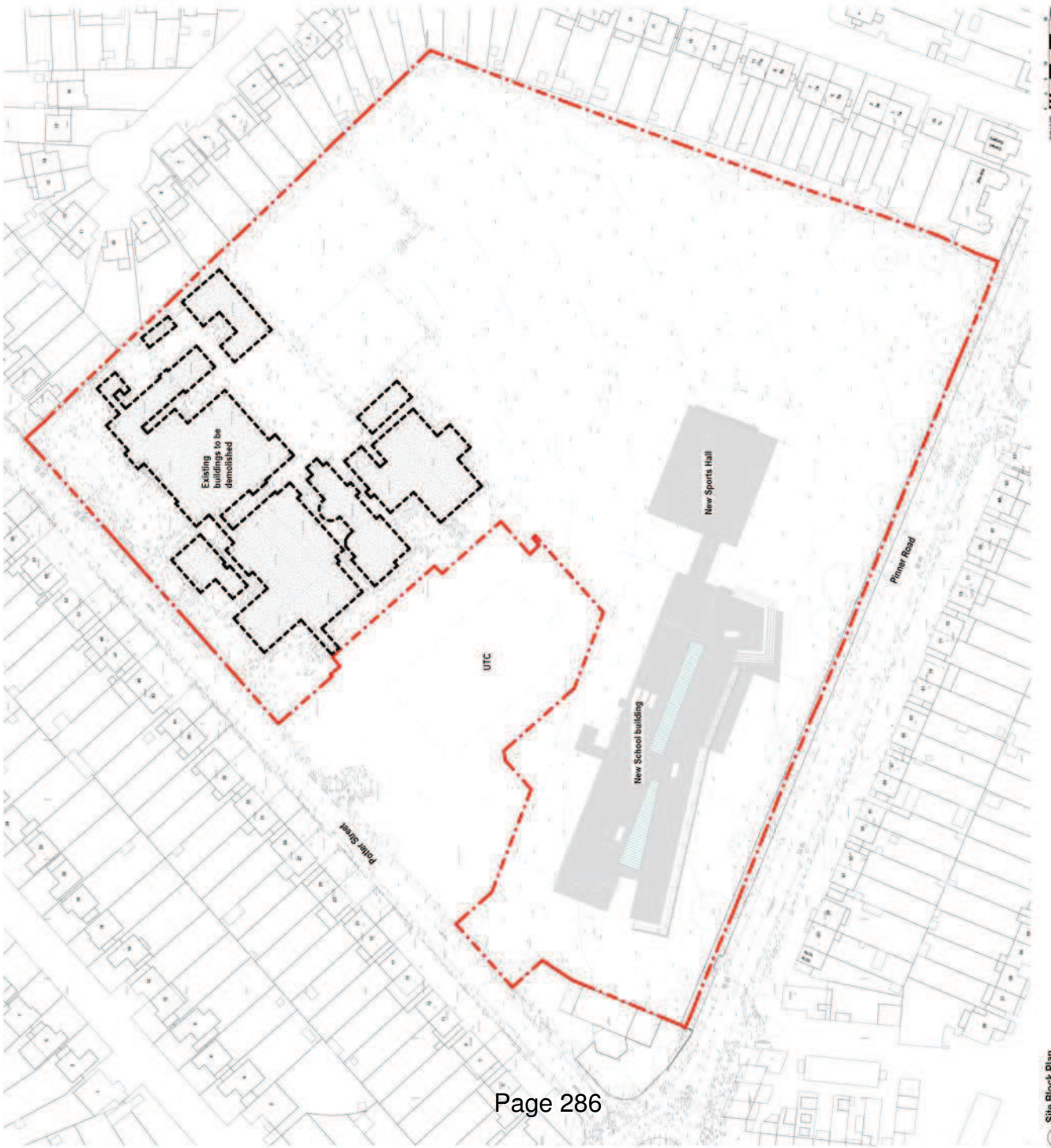
Report of the Head of Planning, Sport and Green Spaces

Address NORTHWOOD SCHOOL POTTER STREET NORTHWOOD

Development: Demolition of the existing Northwood School buildings and facilities and erection of a new three-storey six form of entry secondary school and single storey sports hall with associated facilities including playgrounds; sports pitches; car parking; landscaping; the creation of a pupil pick-up/drop-off area with access via Pinner Road; the provision of a secondary vehicular access via Potter Street; and ancillary development.

LBH Ref Nos: 12850/APP/2014/4492

Date Plans Received:	23/12/2014	Date(s) of Amendment(s):	10/03/2015
Date Application Valid:	23/12/2014		23/12/2014
			18/02/2015
			02/03/2015



1 Site Block Plan
1:1,250



2 Site Location Plan
2:1,250

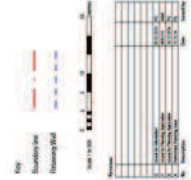
- Key:**
- Site Boundary Line
 - Existing Buildings
 - Footprint to be demolished

Project Name	
Client	
Site Address	
Planning Application No.	
Date	
Scale	
Sheet No.	
Sheet Total	

hunters
south
architects



Address: New School Secondary School
 Address: Uxbridge (Site No.)
 Date Issued: 15/06/2011
 Date: 15/06/2011
 Scale: 1:1,250
 Sheet No.: Z0062
 Sheet Total: P1.002
 C



hunters south architects

100, The Quadrant, London, E1 1BB

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020 7553 1500

020 7553 1501

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020 7553 1530

020 7553 1531

020 7553 1532

020 7553 1533

020 75



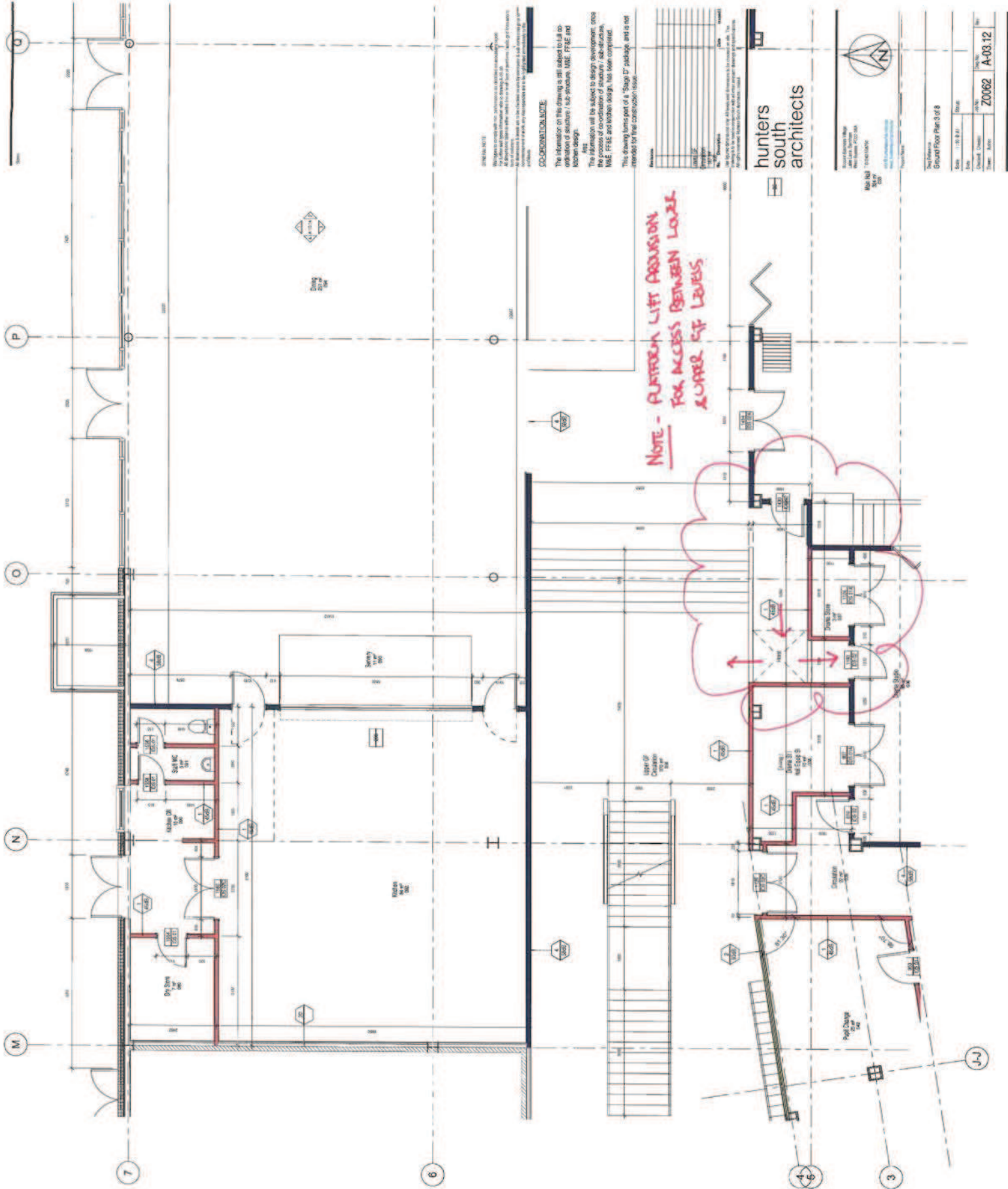
Legend

- Proposed Main School Building
- Proposed Sports Hall Building
- Proposed Main School Yard
- Proposed Main School Parking
- Proposed Main School Access
- Proposed Main School Boundary
- Proposed Main School Fencing
- Proposed Main School Gates
- Proposed Main School Walls
- Proposed Main School Windows
- Proposed Main School Doors
- Proposed Main School Roofs
- Proposed Main School Facades
- Proposed Main School Landscaping
- Proposed Main School Planting
- Proposed Main School Trees
- Proposed Main School Shrubs
- Proposed Main School Grass
- Proposed Main School Paths
- Proposed Main School Drives
- Proposed Main School Parking Spaces
- Proposed Main School Cycle Paths
- Proposed Main School Bicycles
- Proposed Main School Benches
- Proposed Main School Light Poles
- Proposed Main School Streetlights
- Proposed Main School Signage
- Proposed Main School Artwork
- Proposed Main School Sculpture
- Proposed Main School Water Features
- Proposed Main School Fountains
- Proposed Main School Ponds
- Proposed Main School Lakes
- Proposed Main School Rivers
- Proposed Main School Streams
- Proposed Main School Canals
- Proposed Main School Bridges
- Proposed Main School Tunnels
- Proposed Main School Stairs
- Proposed Main School Ramps
- Proposed Main School Escalators
- Proposed Main School Lifts
- Proposed Main School Hoists
- Proposed Main School Cranes
- Proposed Main School Hovertanks
- Proposed Main School Conveyors
- Proposed Main School Elevators
- Proposed Main School Escalators
- Proposed Main School Lifts
- Proposed Main School Hoists
- Proposed Main School Cranes
- Proposed Main School Hovertanks
- Proposed Main School Conveyors
- Proposed Main School Elevators

Planning Issue

Northwood Secondary School
 London Borough of Hillingdon
 Landscape Masterplan Strategy





GENERAL NOTE
 This drawing is prepared with the understanding that the contractor is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

COORDINATION NOTE
 The information on this drawing is subject to all coordination of structure / sub-structure, M&E, FF&E and kitchen design.
 This information will be subject to design development. Once the process of coordination of structure / sub-structure, M&E, FF&E and kitchen design, has been completed, this drawing forms part of a "Stage 1" package and is for approval for final construction issues.

NOTE - PLATFORM LIFT ACCESSION FOR ACCESS BETWEEN LEVELS & UPPER FIF LEVELS

hunters south architects



Project Name: Ground Floor Plan 3 of 8

Scale:	1:50	Date:	
Author:		Checked:	
Drawn:		Drawn:	
Issue:		Issue:	
Project No.:	Z0062	Project No.:	A-03.12



1 Plan - Ground Floor
1:200

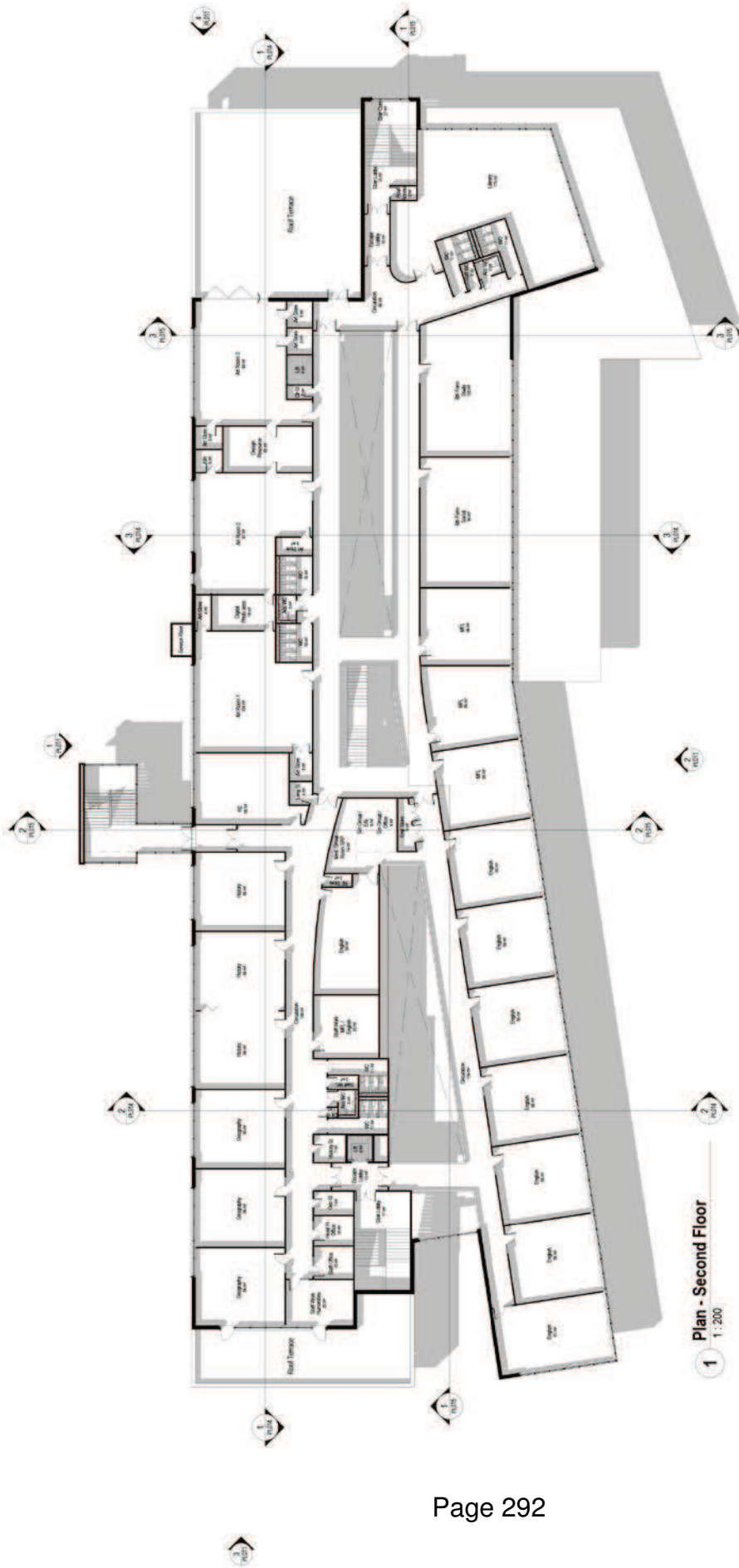
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0 1 2 3 4 5 Meters

No.	Description	Date	Revised
1.	Issue for Client Approval	10/11/14	
2.	Issue for Planning	10/11/14	
3.	Issue for Construction	10/11/14	
4.	Issue for Handover	10/11/14	
5.	Issue for Occupancy	10/11/14	

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Project Name: Northwood Secondary School
 Project Location: Northwood Secondary School
 Project No: Z0062
 Drawing No: PL006
 Date: 08/11/14



1 Plan - Second Floor
1:200



No.	Description	Date	Revised By
1.	Issue for Client Approval	10/11/14	AS
2.	Issue for Client Approval	10/11/14	AS
3.	Issue for Client Approval	10/11/14	AS
4.	Issue for Client Approval	10/11/14	AS
5.	Issue for Client Approval	10/11/14	AS
6.	Issue for Client Approval	10/11/14	AS
7.	Issue for Client Approval	10/11/14	AS
8.	Issue for Client Approval	10/11/14	AS
9.	Issue for Client Approval	10/11/14	AS
10.	Issue for Client Approval	10/11/14	AS

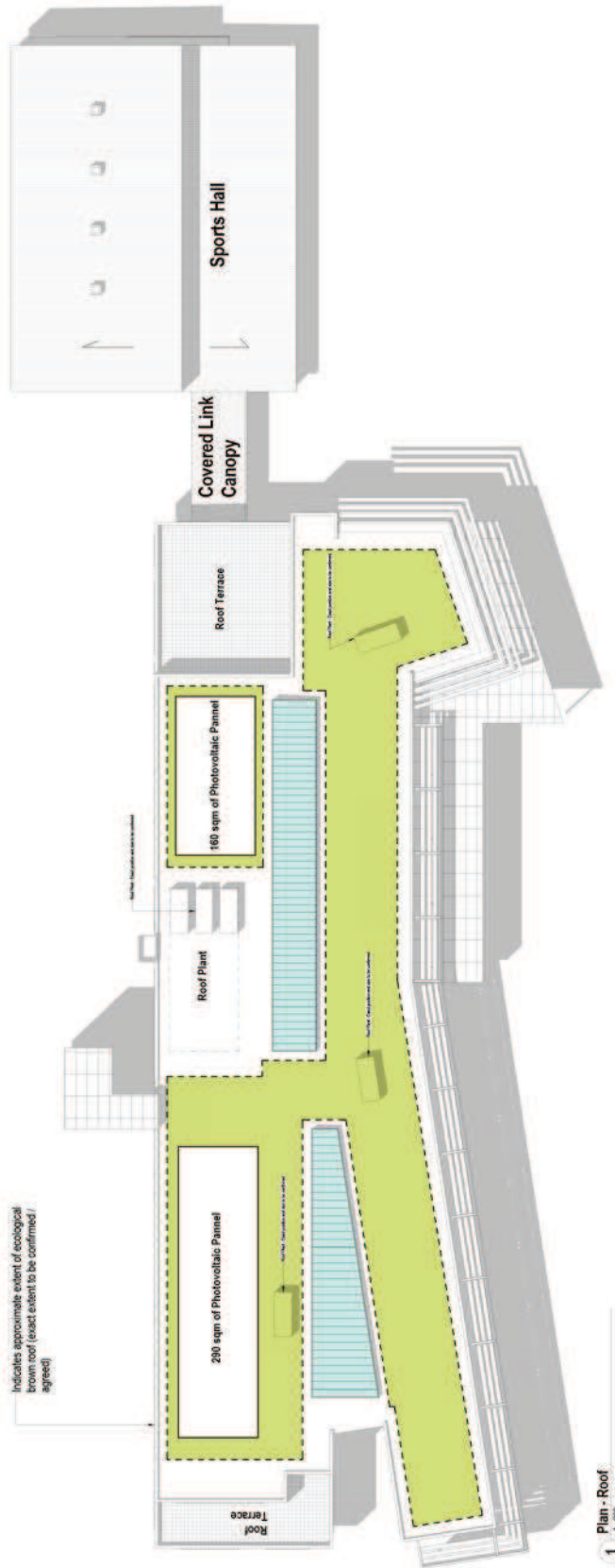
hunters
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architects



Project Name
Northwood Secondary School

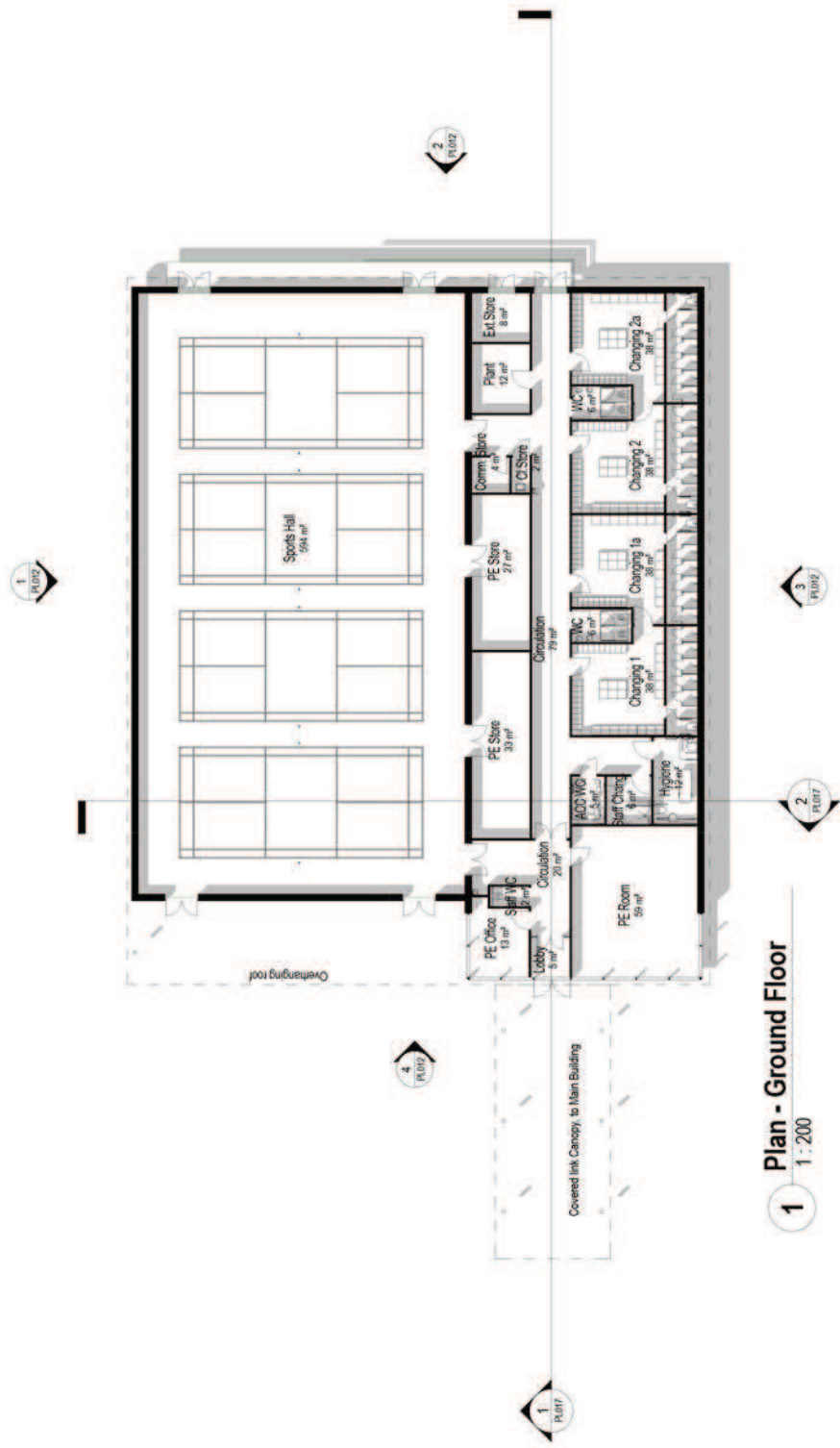
Project No.
Z0062

Rev	Date	Description	By
1	10/11/14	Issue for Planning	AS
2	10/11/14	Issue for Planning	AS
3	10/11/14	Issue for Planning	AS
4	10/11/14	Issue for Planning	AS
5	10/11/14	Issue for Planning	AS
6	10/11/14	Issue for Planning	AS
7	10/11/14	Issue for Planning	AS
8	10/11/14	Issue for Planning	AS
9	10/11/14	Issue for Planning	AS
10	10/11/14	Issue for Planning	AS



1 Plan - Roof
1:200

Scale		1:200
North Arrow		↑
Project Name		20052 PL010 C
Client		University of Hull
Architect		hunters south architects
Date		11/11/11
Drawn by		AS
Checked by		AS
Project No.		20052 PL010 C



1 Plan - Ground Floor
1 : 200

Scale 1 to 200
0 2 4 6 8 10 Meters

No.	Description	Date	Issued by
C	Issued for Planning Application	20/01/15	JABW
B	Issued for Planning Application	12/12/14	PS
A	Preparatory Working Issues	12/12/14	PS

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Saxwell Business Village
Leahurst, Durrham
West Sussex, PO22 0AA
T 01243 558750
info@hunterssoutharchitects.com
www.hunterssoutharchitects.com



Project Name:
Northwood Primary School

Drawn: JAC
Checked: PS
Date: 11/12/14
Scale: 1:200 @ A0
Status: For Planning

Drawn	JAC	Job No	Z0062	Drawn No	PL007	Rev	C
-------	-----	--------	-------	----------	-------	-----	---



1 Elevation - North
1 : 200



2 Elevation - East
1 : 200



3 Elevation - South
1 : 200



4 Elevation - West
1 : 200



Revisions

No.	Description	Date	Revised By
1.	Issued for Client Approval	11/12/14	JC
2.	Issued for Planning	11/12/14	JC
3.	Issued for Planning	11/12/14	JC

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1100130750

Project Name
Northwood Primary School

Designation
Sports Hall Elevations

Date	Time	For Planning	Task No.	Rev
11/12/14			Z0062	PL012
				C



1 Section 1:100



2 Section 1:100

Scale 1:100



Revisions

No.	Description	Date	By	Checked
1	Issue for Planning	11/12/14	JC	
2	Final	11/12/14	JC	

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Project Name: Northwood Primary School

Client: Spots Hall - Section

Scale: 1:100 (A1)

Date: 11/12/14

Drawn By: JC

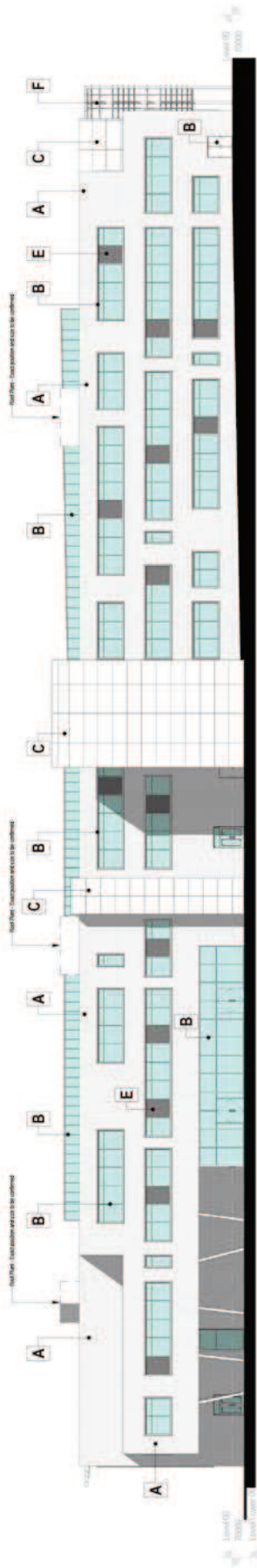
Checked By: JC

Date: 11/12/14

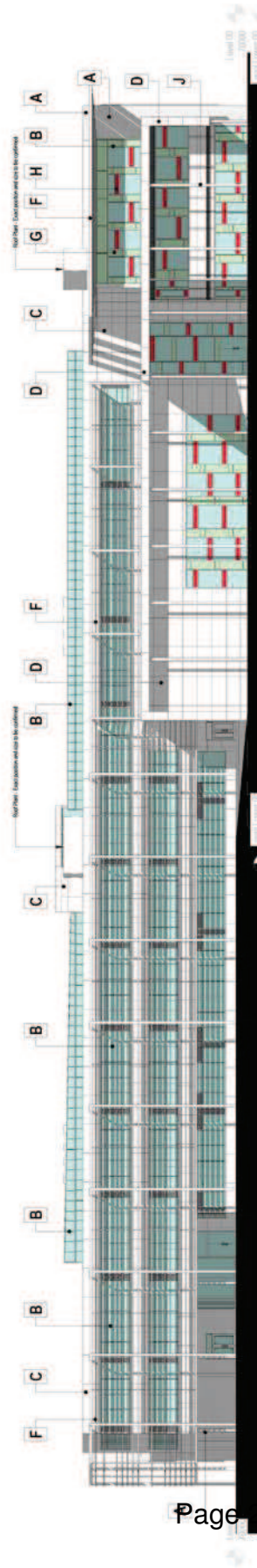
Project No: Z0062

Plot No: PL017

Sheet: B



1 Elevation - North
1 : 200



2 Elevation - South
1 : 200



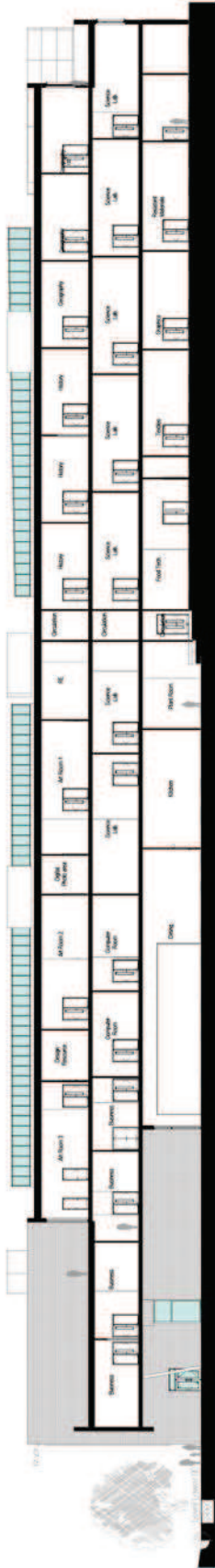
3 Elevation - West
1 : 200

4 Elevation - East
1 : 200

Type	AS/NZS 4102 - External Material Key	Material Description
1	Brickwork	Brickwork
2	Concrete	Concrete
3	Cladding	Cladding
4	Roofing	Roofing
5	Glazing	Glazing
6	Paint	Paint
7	Other	Other
8	Other	Other
9	Other	Other
10	Other	Other
11	Other	Other
12	Other	Other
13	Other	Other
14	Other	Other
15	Other	Other
16	Other	Other
17	Other	Other
18	Other	Other
19	Other	Other
20	Other	Other

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Project Name: Northwood Secondary School
 Project Location: Northwood Secondary School
 Project No: Z0062
 Date: 08/11/2014
 Drawn By: PL011
 Checked By: C
 Scale: 1:200
 Date: 08/11/2014
 Project No: Z0062
 Drawn By: PL011
 Checked By: C



1 Section 1:200



2 Section 1:200



3 Section 1:200

Scale 1:500 0 1 2 3 4 5 6 7 8 9 10 Meters

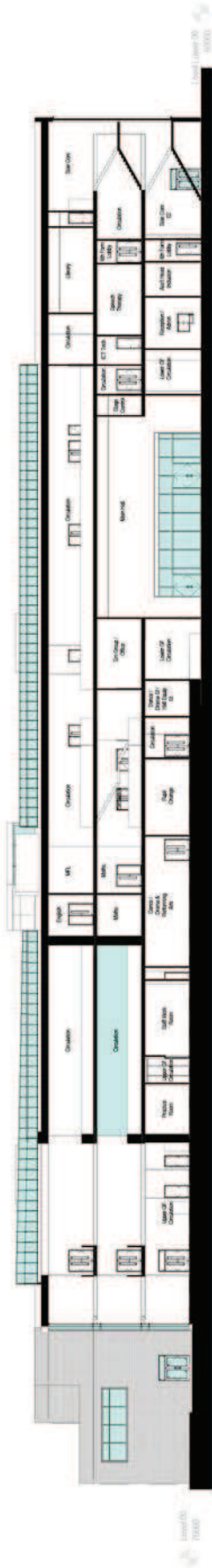
No.	Description	Date	Revised By
1.	Issue for Client Approval	20/01/14	AS
2.	Issue for Client Approval	20/01/14	AS
3.	Issue for Client Approval	20/01/14	AS
4.	Issue for Client Approval	20/01/14	AS
5.	Issue for Client Approval	20/01/14	AS

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1100130700

Project Name: Northwood Secondary School
Department: Proposed Schools - Sheet 1

Date	Drawn By	Check By	Scale	Sheet No.	Total Sheets
20/01/14	AS	AS	1:200	Z0062	PL014



1 Section 1:200



2 Section 1:200



3 Section 1:200



No.	Description	Date	Revised
1.	Issue for Client Approval	10/12/14	AM
2.	Issue for Council Approval	10/12/14	AM
3.	Issue for Council Approval	10/12/14	AM

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Project Name
Northwood Secondary School

Project Location
Northwood Secondary School

Project No.
Z0062

Sheet No.
PL015

Scale
1:200

Date
10/12/14

Author
Z0062

Check
10/12/14

Drawn
10/12/14

For Planning

Proposed Scheme: Sheet 2

This drawing must be viewed in colour

TREE SURVEY PLAN
SITE ADDRESS
Northwood School, Pouter Street,
Northwood, Middlesex, HA6 1QG

CLIENT
London Borough of Haringey

JOB REF
D322051401

DRAWING NO
D322051401.01

DATE
22/07/2014

Patrick Stammers LLP
1 Church Lane, Barnet, Hertfordshire
AL4 9LJ, 0204 588112

KEY
Tree canopy spread

BS 5837 category key
● Category U tree
● Category A tree
● Category B tree
● Category C tree

SCALE
1:500 @ A0

0 10m 20m 30m

NOTES:
Spine dimensions are not drawn to scale. See schedules for dimensions.
This drawing is based on the topographic survey conducted on the site. The accuracy of the location of the trees included in this survey is to be considered as accurate. This library trees were conducted from the indicative only 7, 14, 24



This drawing must be viewed in colour

TREE CONSTRAINTS PLAN
 SITE ADDRESS
 Northwood School, Palmer Street,
 Northwood, M20, HA6 1QS
 CLIENT
 Council Borough of Hillingdon
 JOB REF
 0026051401
 DRAWING NO
 0026051401.02
 DATE
 22/07/2014
 Patrick Silleman Ltd
 114, The Quadrant, Northwood, Mids., HA6 2JA. 01462 866112

KEY

- Tree / tree group with high retention priority to be retained at all costs
- Tree / tree group with lower retention priority to be removed in order to facilitate development
- Tree / tree group which should be retained in order to facilitate architectural management
- Road Protection Area (RPA) for retention priority
- Road Protection Area (RPA) for retention priority

BS 5837 category key

- Category U tree
- Category A tree
- Category B tree
- Category C tree

SCALE
 1:500 @ A0



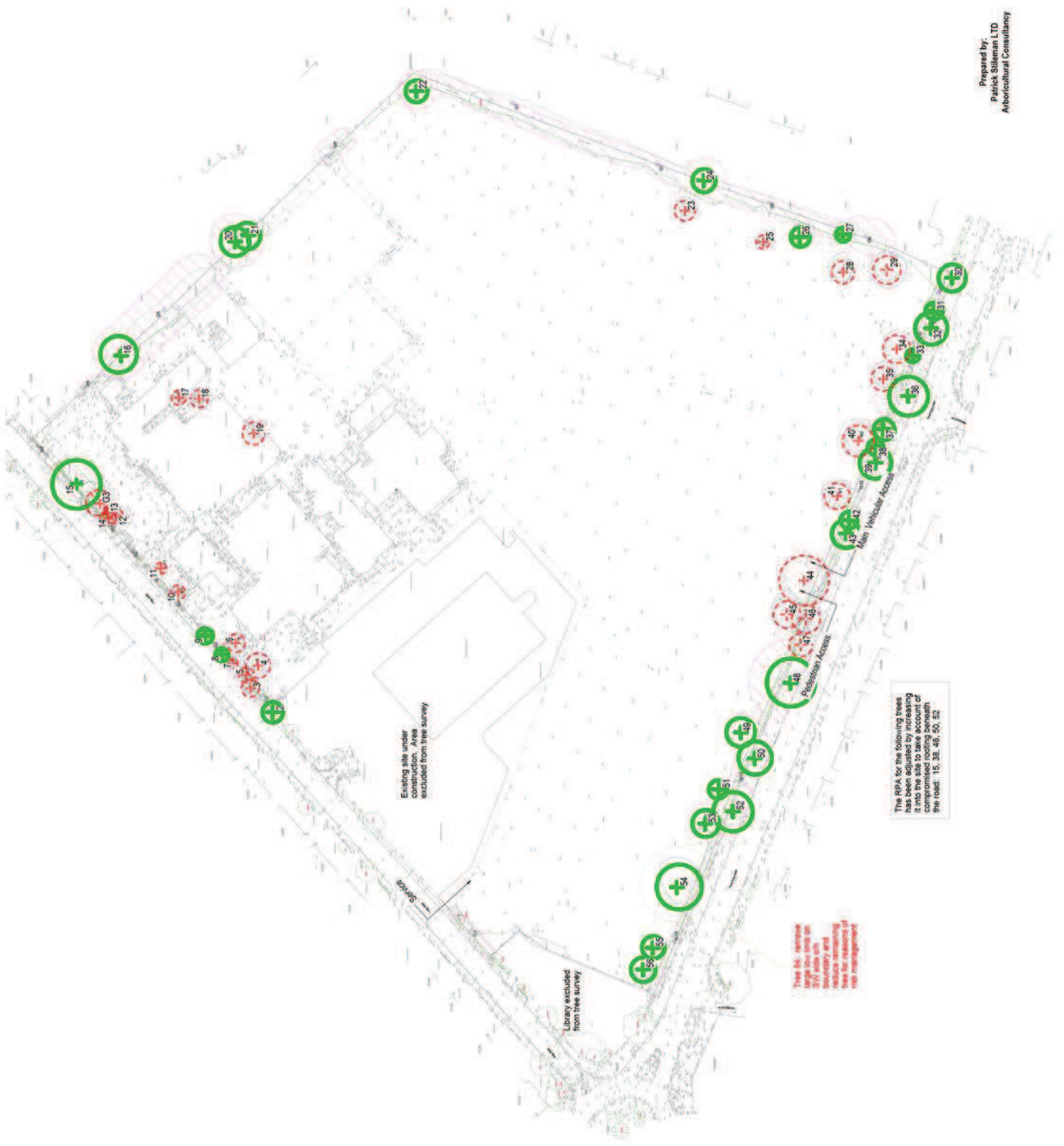
NOTES
 Street numbers are not drawn to scale. See the site plan for reference.
 The location of the trees included in this survey is the best as known to the client. We have taken the location of the trees included in this survey to be the best as known to the client. We have taken the location of the trees included in this survey to be the best as known to the client. We have taken the location of the trees included in this survey to be the best as known to the client.



Tree No.	Tree Name	Tree Status	Tree Category
1			
2			
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4			
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9			
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55			

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Prepared by:
 Patrick Silleman LTD
 Arboricultural Consultancy



The RPA for the following trees has been adjusted by increasing the RPA to take account of the trees' location south of the road: 15, 38, 48, 50, 52

Tree 54, outside large car area on site with boundary and retaining walls requiring retention management

Prepared by:
 Patrick Silleman LTD
 Arboricultural Consultancy

This drawing must be viewed in colour

TREE CONSTRAINTS PLAN
SITE ADDRESS
Northwood School, Puffin Street,
Northwood, Middx, HA6 1QG

CLIENT
London Borough of Hillingdon

JOB REF
D328051481

DRAWING NO
D328051481_02

DATE
22/07/2014

Patrick Sherman Ltd
100, The Quadrant, Uxbridge, Middlesex, Ux, UK
UB8 3JL (01895 865132)

KEY

- Tree / tree group with high retention priority (indicated by a red circle)
- Tree / tree group with lower retention priority (indicated by a blue circle)
- Tree / tree group which should be removed in order to facilitate development (indicated by a pink circle)
- Tree / tree group which should be retained for agricultural management (indicated by a green circle)
- Road Protection Area (RPA) for retention priority (indicated by a red hatched area)
- Road Protection Area (RPA) for retention priority (indicated by a blue hatched area)

BS 5837 category key

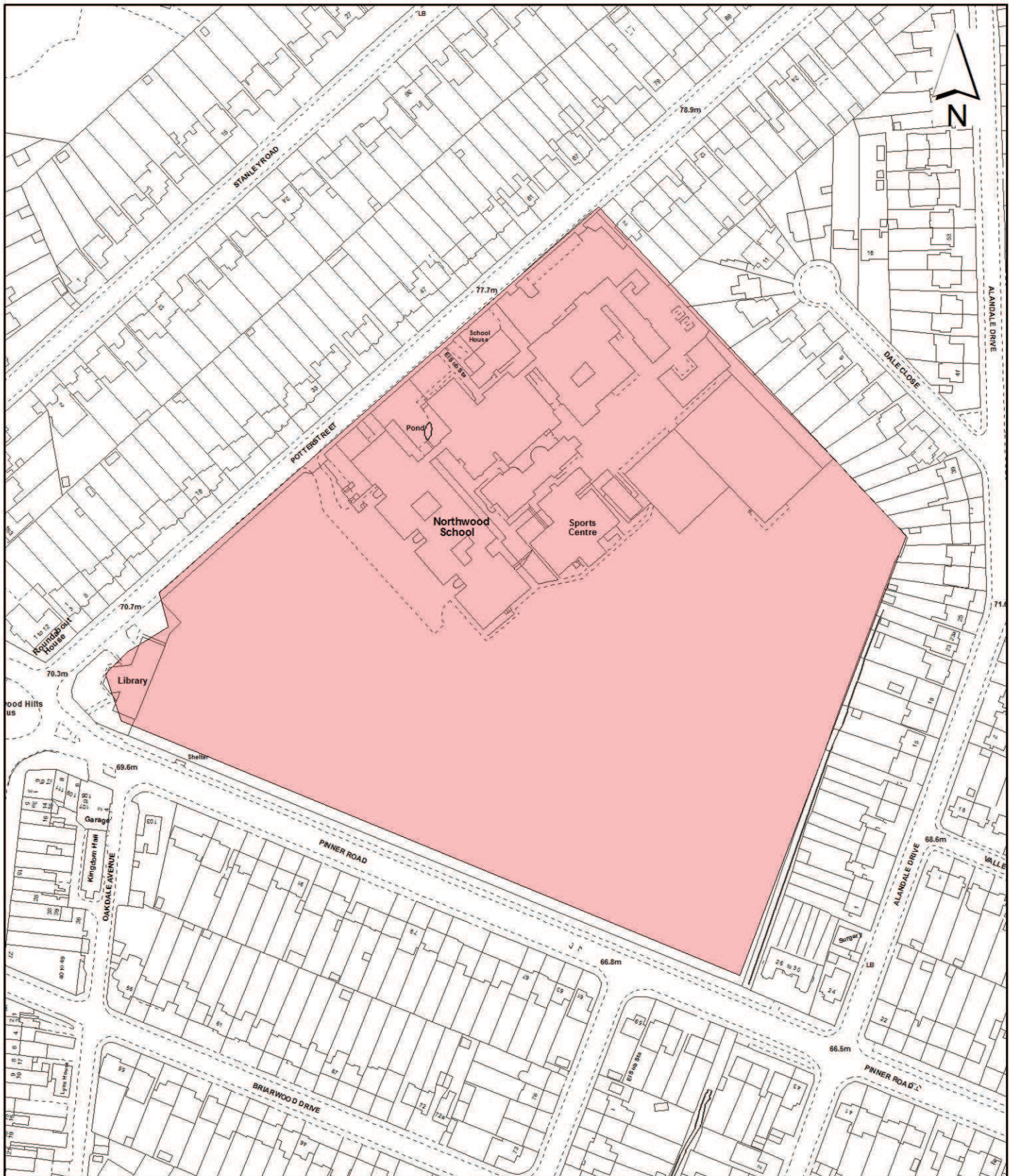
- Category U tree
- Category A tree
- Category B tree
- Category C tree

SCALE
1:500 @ A0

0 10m 20m 30m

NOTES
Measurements are not shown to scale. See schedule for dimensions.
This drawing is based on the topographic survey supplied to us by the Client. We have taken the accuracy of the survey into account in the drawing. The following tree locations are from the topographic survey and their locations shown are location only. 1, 12, 24





Notes

 Site boundary

For identification purposes only.
 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).
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Site Address

**Northwood School
 Potter Street
 Northwood**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

12850/APP/2014/4492

Scale

1:2,200

Planning Committee

Major Page 305

Date

March 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 555 STONEFIELD WAY RUISLIP

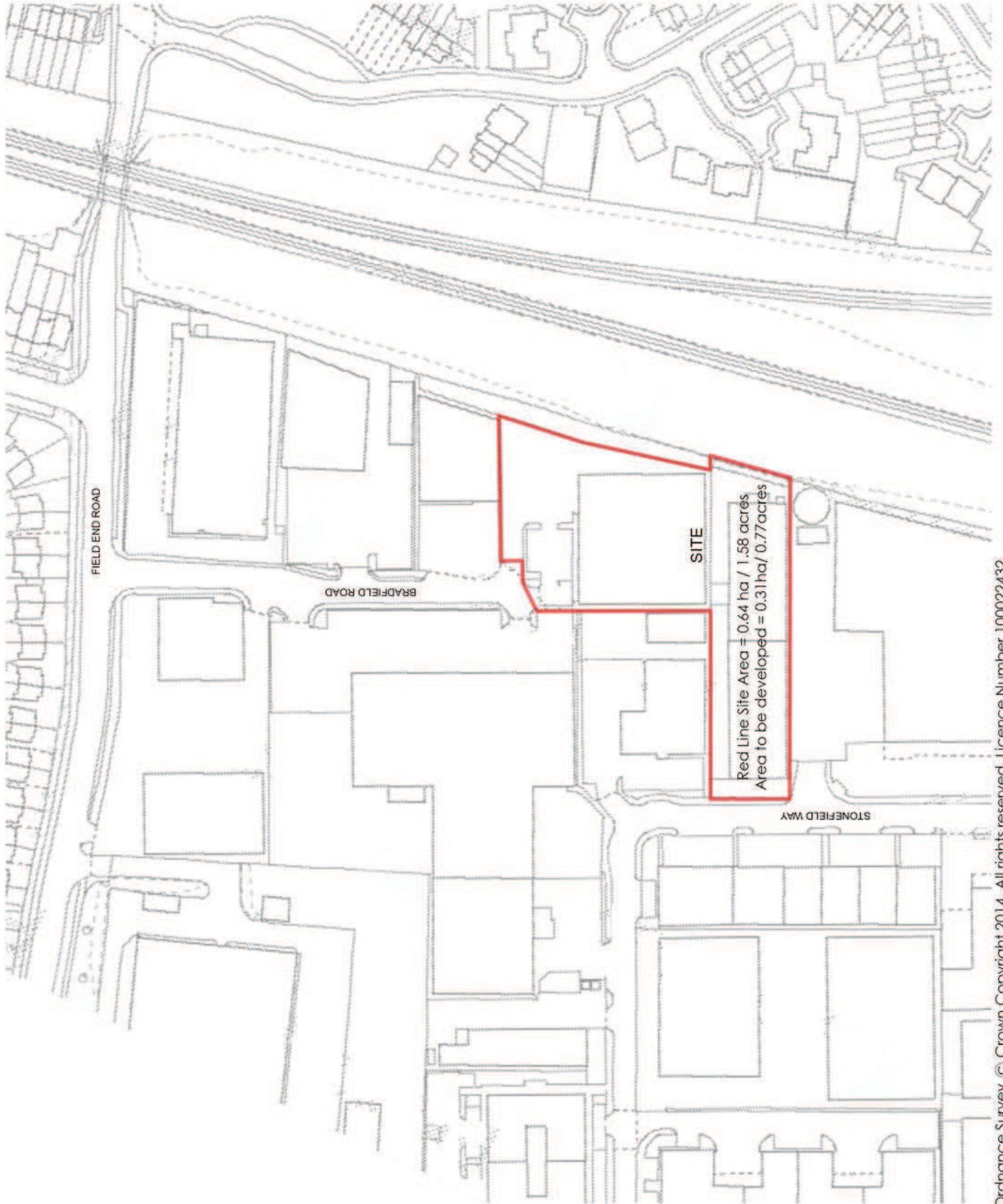
Development: DEMOLITION OF AN EXISTING INDUSTRIAL BUILDING AND THE CONSTRUCTION OF A 3 STOREY INDUSTRIAL UNIT (USE CLASS B1B) AND PEDESTRIAN LINK TO UNIT 4 BRADFIELD ROAD WITH ANCILLARY WAREHOUSE AND OFFICE SPACE AND CAR PARKING.

LBH Ref Nos: 70454/APP/2015/383

Date Plans Received: 02/02/2015

Date(s) of Amendment(s):

Date Application Valid: 04/02/2015



SITE

Red Line Site Area = 0.64 ha / 1.58 acres
Area to be developed = 0.31ha/ 0.77 acres

FIELD END ROAD

BRADFIELD ROAD

STONEFIELD WAY

PLANNING

REV. DATE DESCRIPTION
 Rev.A. 13.11.14 Minor revision to red line
 B. 18.11.14 Revision to red & blue line & notes
 Rev.C. 10.1.15 Red line amended

**565 STONEFIELD WAY
RUISLIP**

LOCATION PLAN

CLIENT: **B&S HEALTHCARE**

SCALE: 1:1000 @ A3

DATE: NOV 2014

DRAWING NO: **1428-P01**

REVISION: **C**

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LDA
Chartered Architects

LDA (Architects) Limited
 60 Deodar Road
 London SW15 2NU
 T: 0181 6082033
 F: 0181 6082034
 E: LDA@ldaarchitects.co.uk

0 5m 10m 15m 20m



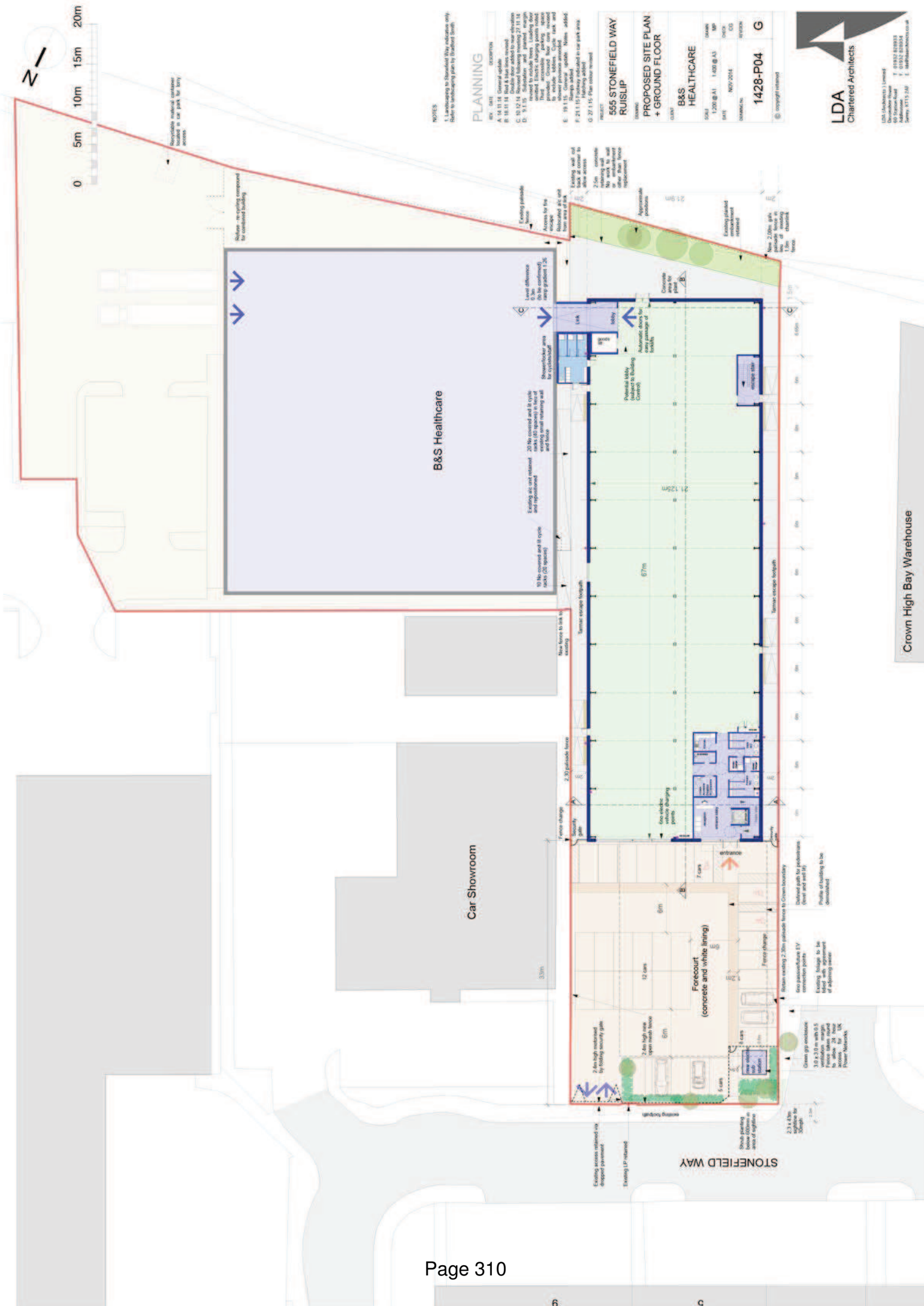
Aerial views

Plan based on survey drawings by Terrain Surveys Ltd, October 2014

PLANNING	
A	1:1114 Photos not cut out and overlaid
B	1:1114 B&S Health Care
C	1:1115 Red line revised
PROJECT	
565 STONEFIELD WAY RUISLIP	
ISSUES	
EXISTING SITE PLAN	
CLIENT	
B&S HEALTHCARE	
DATE	1.02.2014
SCALE	1:600 @ A3
DATE	NOV 2014
ISSUED FOR	PERMIT
PROJECT NO	1428-P02
CLIENT	C

© copyright reserved





NOTES
 1. Landscaping to Standard 504 indicates only before landscaping plan by Barbara Smith

PLANNING

REV.	DATE	DESCRIPTION
A	19.11.14	General update
B	18.11.14	Revised site plan and landscaping plan. Double door added to rear elevation
C	19.12.14	Revised landscaping drawing 27.11.14
D	1.1.15	Revised landscaping drawing 27.11.14. Revised Electrical charging points noted provided. Ground floor area, revised shower provision amended.
E	19.1.15	General update. Items added
F	21.1.15	Revised site plan and landscaping plan. Revised shower provision amended.
G	21.1.15	Final issue revised

PROJECT
 565 STONEFIELD WAY
 RUISLIP

ISSUES
 PROPOSED SITE PLAN
 + GROUND FLOOR

CLIENT
 B&S HEALTHCARE

SCALE
 1:200 @ A1 1:600 @ A3

DATE
 NOV 2014

ISSUED TO
 1428-P04

DATE
 G

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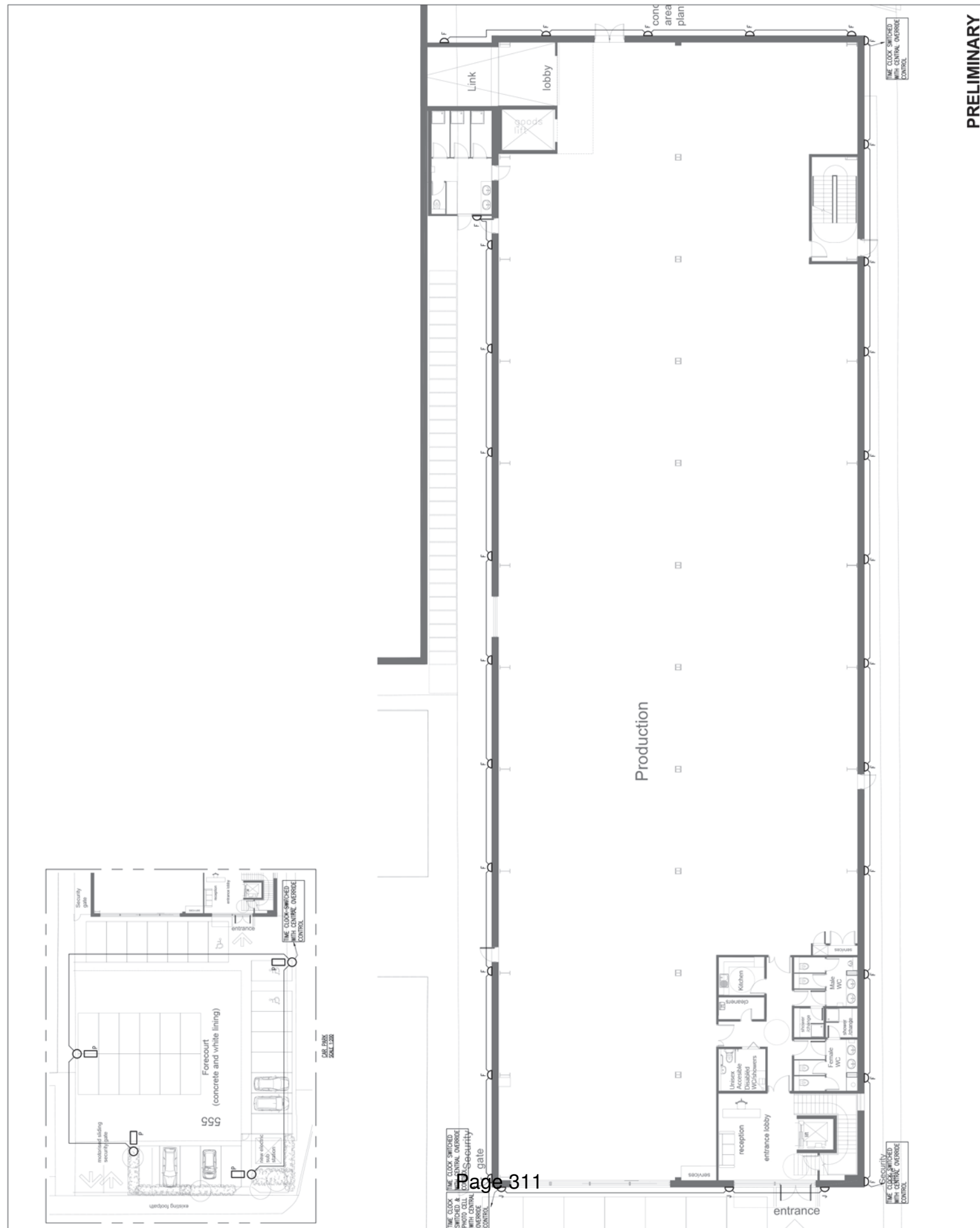
LDA
 Chartered Architects

LDA Architects Limited
 Devonshire House
 100, Abchurch Lane
 London, EC4N 3DF
 Tel: 020 7420 0000
 Fax: 020 7420 0004
 Email: info@lda.co.uk

Crown High Bay Warehouse

- Notes:**
- FOR DRAWING DETAILS OF ELECTRICAL SERVICES SYMBOLS REFER TO DRAWING No 1000/1911.
 - LUMINAIRE LAYOUT & ARRANGEMENT INDICATED SHALL BE TAKEN AS A MINIMUM PROVISION BY THE ELECTRICAL CONTRACTOR. THE CONTRACTOR SHALL VERIFY THE INSTALLATION, LUMINAIRES, CONTROLS & CONNECTION UNITS SHALL BE NO FEWER IN QUANTITY THAN IS SHOWN HEREIN.
 - THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION & DIMENSIONS.

INDICATE SCHEMATIC SUBJECT TO FULL DESIGN & RETAILED CO-ORDINATION BY THE DBB CONTRACTOR.



Production

Page 311

Rev	Date	Revision Notes
P1	JAN 15	PRELIMINARY ISSUE

chris evans consulting
 building services designers
 27-33 Regent Road
 www.evansconsulting.co.uk

B&S HEALTHCARE

LDA ARCHITECTS LTD

**555 STONEFIELD WAY
 RUISLIP, MIDDLESEX**

**GROUND FLOOR
 PROPOSED EXTERNAL LIGHTING
 LAYOUT**

Date	Scale	Drawn	Checked
JAN 15	1:100 @ A1	RB	SD
Doc No.	1000 / 161		Rev.
			P1

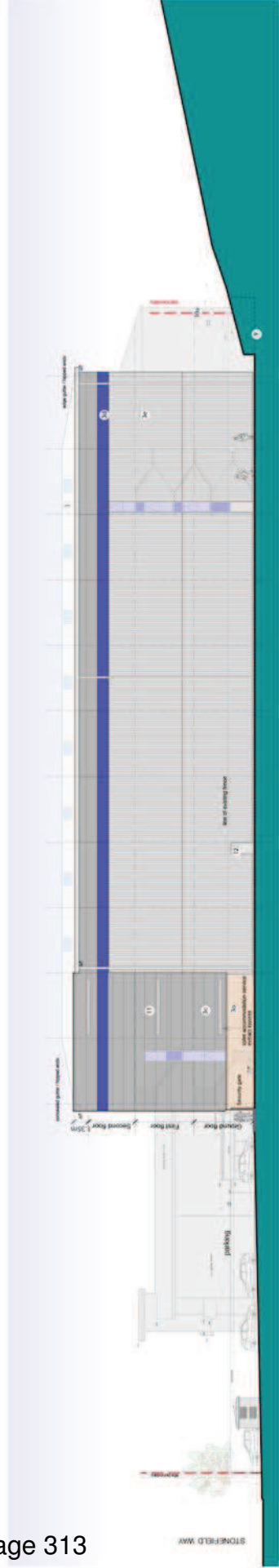
0 5m 10m 15m 20m



PROPOSED NORTH ELEVATION (STONEFIELD WAY)



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION



PROPOSED SOUTH ELEVATION (RAILWAY)

NOTES
1. Locations and size of furniture, items etc. relating to part to be advised by B&S Healthcare

PLANNING

REV.	DATE	DESCRIPTION
A	14.11.14	General update
B	18.11.14	Revised floor levels and height calculation. Double door added to south elevation
C	18.12.14	Revised drawings (meeting 27.11.14)
D	18.1.15	General update
E	28.1.15	Shower block profile amended. Buffer added to front elevation

PROJECT
555 STONEFIELD WAY
RUISLIP

CLIENT
B&S HEALTHCARE
PROPOSED ELEVATIONS

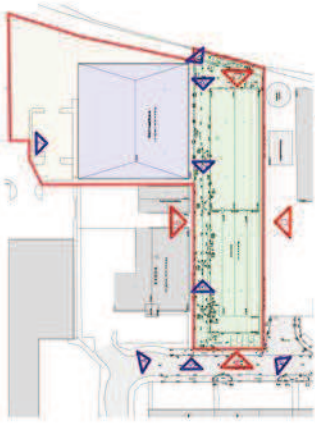
SCHEDULE OF EXTERNAL MATERIALS

NO.	DESCRIPTION
1	Roof
2	External cladding
3	Window
4	Door
5	Security gate
6	Mezzanine level 2
7	Mezzanine level 1
8	Ground floor
9	Foundation
10	Site works
11	Site works
12	Site works

LDA
Chartered Architects

LDA Architects (Ireland)
Dunshaugh House
100-102, Dunshaugh Road
Dunshaugh, Dublin 15
Tel: 01832 218233
Fax: 01832 218234
Email: info@lda.ie

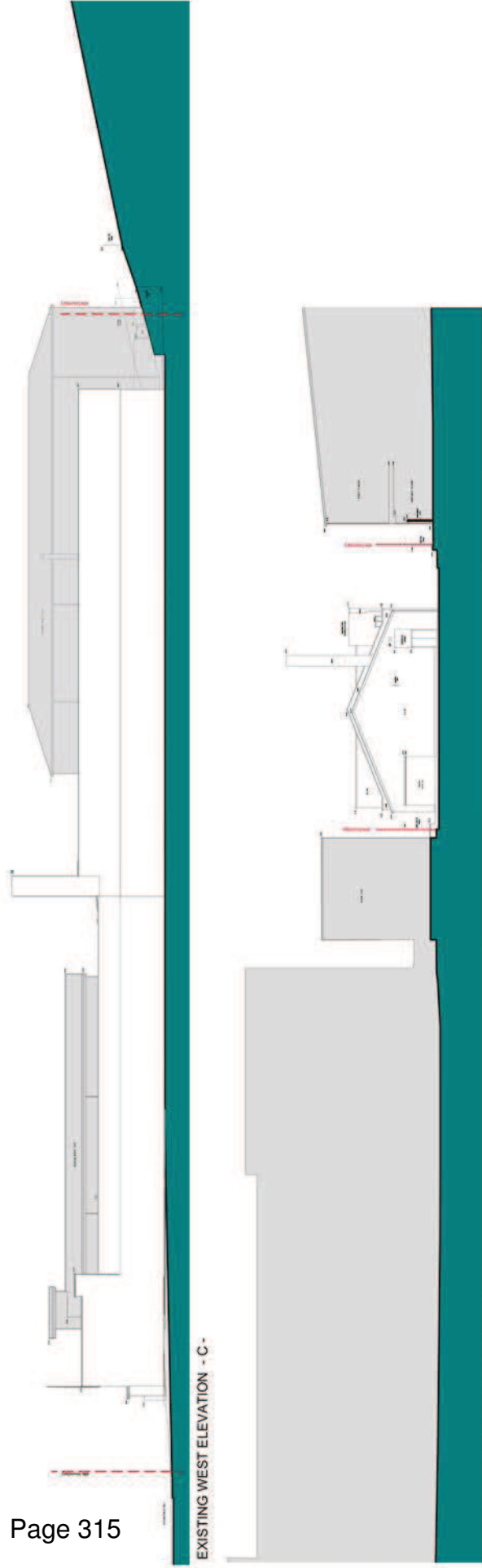
0 5m 10m 15m 20m



EXISTING NORTH ELEVATION (STONEFIELD WAY) - A -



EXISTING EAST ELEVATION - B -



EXISTING WEST ELEVATION - C -

EXISTING SOUTH ELEVATION (RAILWAY) - D -



Elevations based on survey drawings by Terrain Surveys Ltd, October 2014

PLANNING

REV. DATE. DESCRIPTION
 A. 12.11.14 P101. Photos and survey data added
 B. 18.11.14 Red & Blue lines revised
 C. 19.1.15 Red line added

PROJECT
**555 STONEFIELD WAY
 RUISLIP**

PROPOSAL
**EXISTING SURVEY
 ELEVATIONS**

CLIENT
**B&S
 HEALTHCARE**

SCALE	DATE	PROJECT NO.	CLIENT
1:200 @ A1 1:400 @ A3	NOV 2014	1428-P03	B&S HEALTHCARE
DRAWN BY			CHECKED BY
DATE			PROJECT NO.
SCALE			CLIENT

LDA
 Chartered Architects

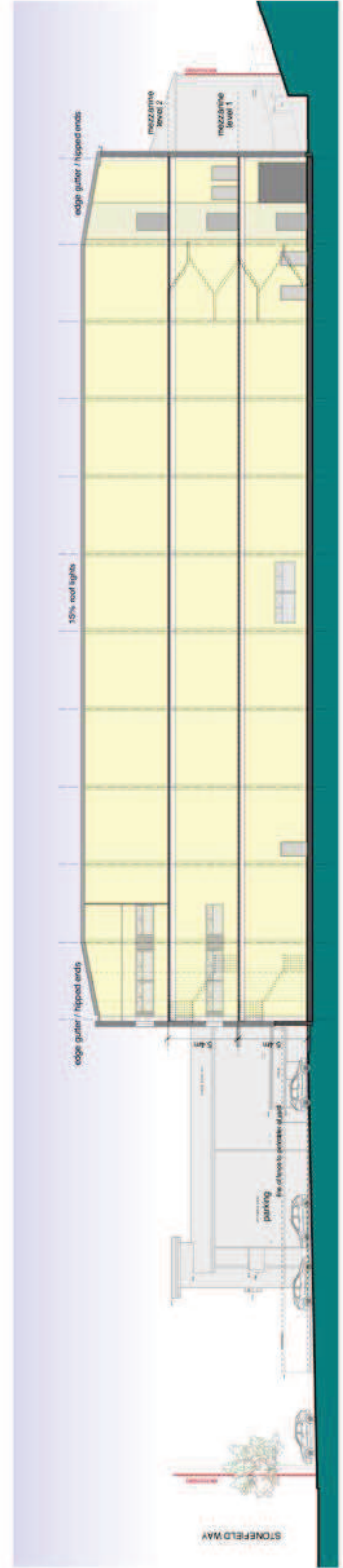
LDA ARCHITECTS LIMITED
 50 Stonehouse Road
 Stonehouse, Gloucestershire GL10 1JF
 T: 01452 828933
 F: 01452 828934
 E: LDA@ldaarchitects.co.uk



PROPOSED SECTION A - A



PROPOSED SECTION C - C



PROPOSED SECTION B - B

PLANNING

REV. DATE DESCRIPTION
 A. 14.11.14 Initial outline
 B. 14.11.14 Revised outline on Section B-B
 C. 10.12.14 Revised following meeting 27.11.14
 D. 15.11.15 Current update.

PROJECT
**555 STONEFIELD WAY
 RUISLIP**

PROPOSED
SECTIONS

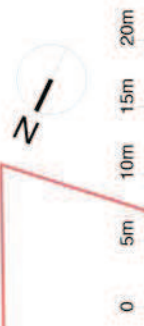
CLIENT
**B&S
 HEALTHCARE**

NO. 1428-P07
 DATE NOV 2014
 DRAWN BY M. COX

SCALE 1:500 @ A1 1:100 @ A3
 DATE NOV 2014
 DRAWN BY M. COX
 CHECKED BY M. COX
 PROJECT NO. 1428-P07
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LDA
 Chartered Architects

LDA Architects Limited
 Riverside House
 Riverside Way
 Ruislip, Middlesex
 Uxbridge, M5 2 6P
 T: 01892 820033
 F: 01892 820034
 E: lda@ldaarchitects.co.uk



Access to existing car park for entry access

Reference to existing construction for construction building

B&S Healthcare
+ FFL 20.01

Car Showroom

STONEFIELD WAY

Crown High Bay Warehouse

NOTES
1. Levels indicate for planning and to be agreed with the IMB Contractor and B&S for final use.
2. Existing levels +21.05
3. Proposed levels +19.00

PLANNING
REV: DATE: 03/08/2015
A. 1.00: Initial plan
B. 20.11: Levels to forecast amended to suit possible future loading door

**555 STONEFIELD WAY
RUISLIP**

PROPOSED SITE LEVELS

B&S HEALTHCARE

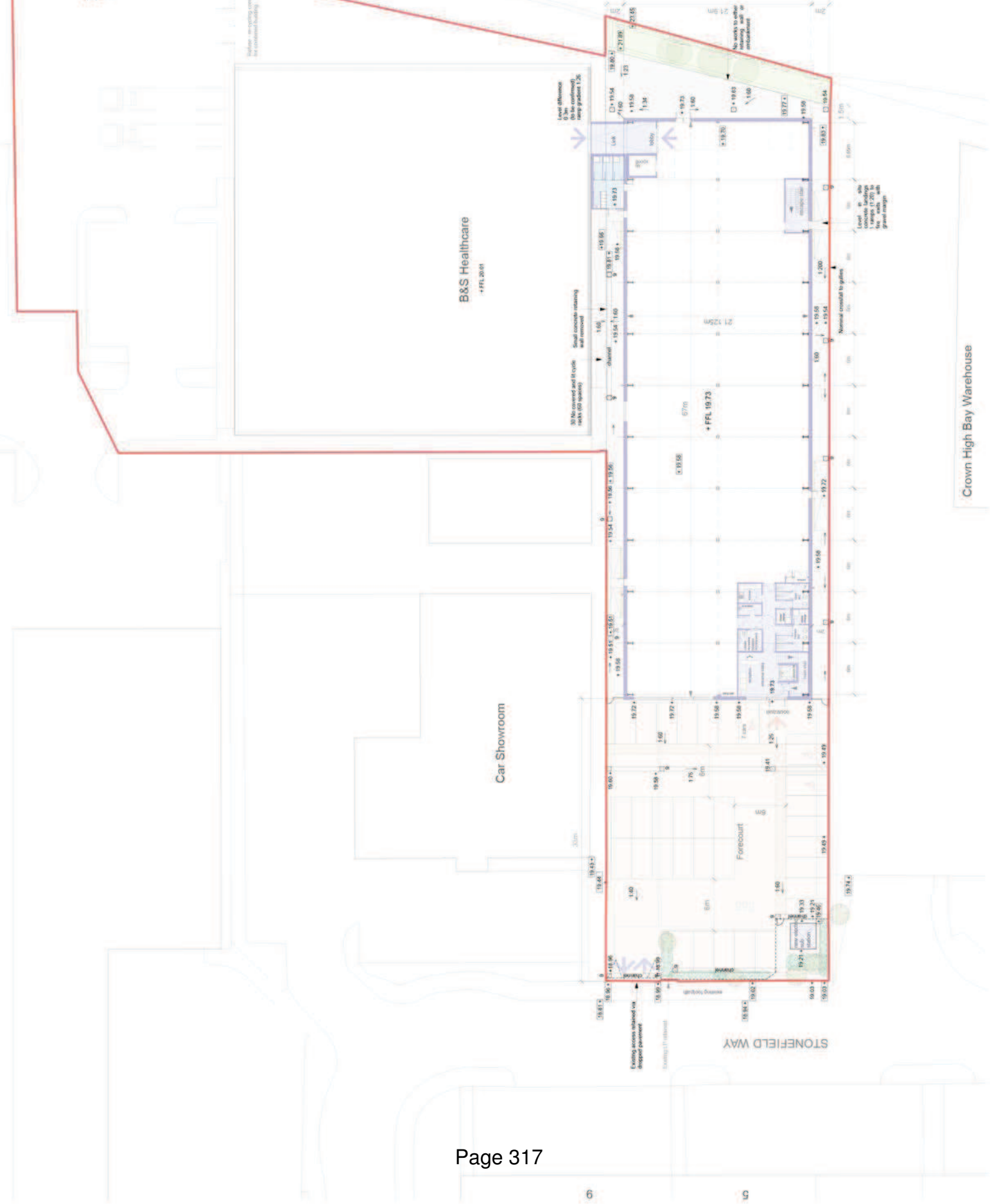
DATE: 03/08/2015
DRAWN BY: JLD
CHECKED BY: JLD
SCALE: 1:200 @ A1, 1:600 @ A3

1428-P08 B

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LDA
Chartered Architects

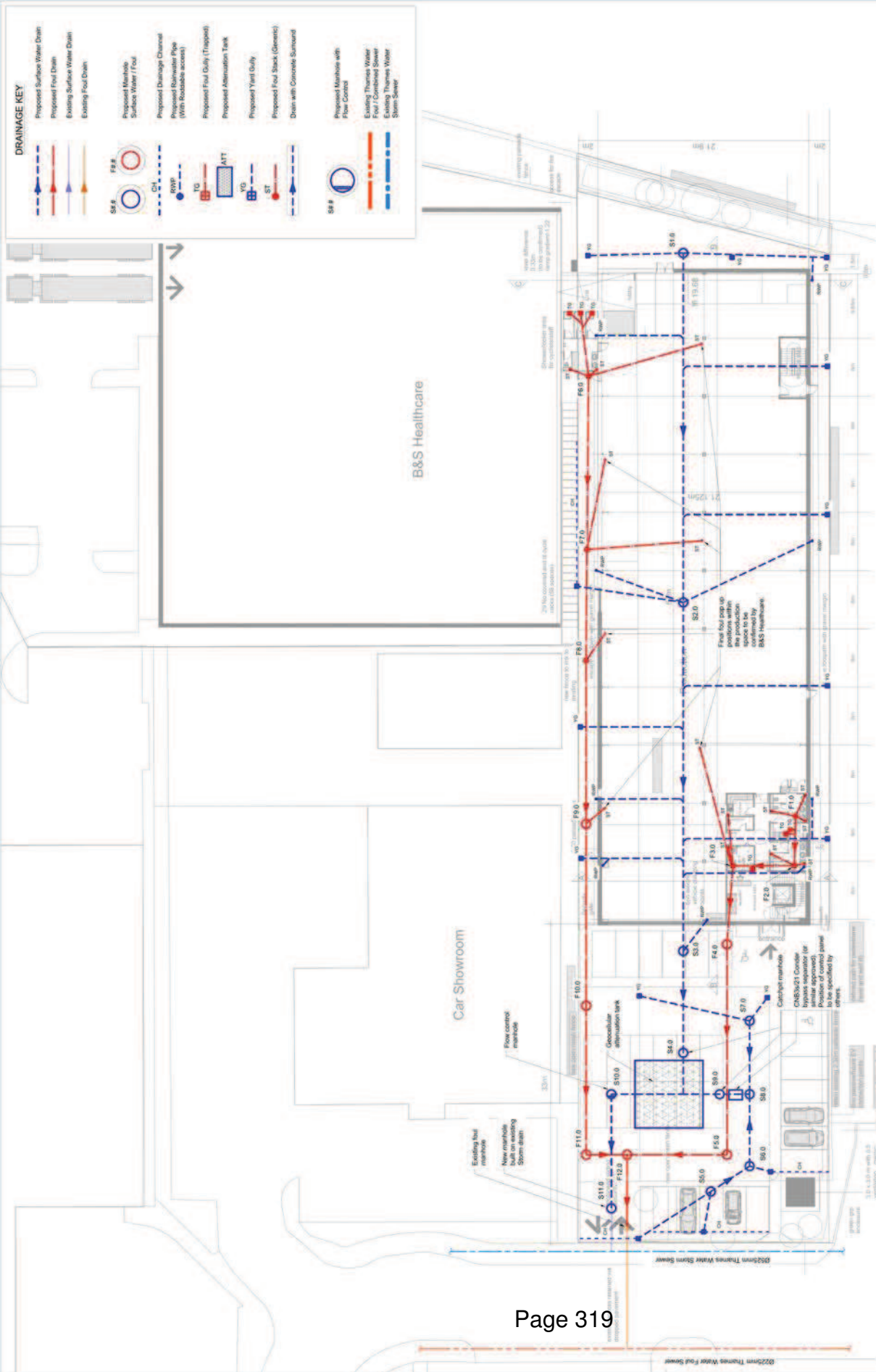
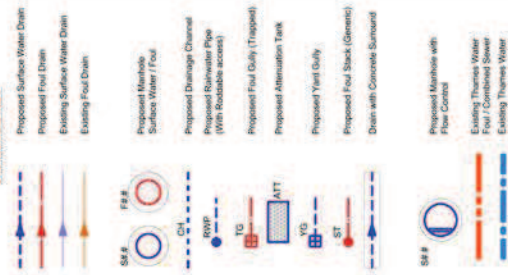
LDA Architects Limited
Dorchester House
100, The Quadrant
London, W1 0JG
Tel: 01332 219334
Fax: 01332 219334
Email: info@lda.co.uk



Notes

1. Do not scale the drawing
2. All dimensions are in millimetres unless noted otherwise
3. Any discrepancies between structural and architectural setting out dimensions must be brought to the attention of the Architect and Engineers

DRAINAGE KEY



B&S Healthcare

Car Showroom

Rev	Date	Description	Dim App
X2	20.01.15	Revised for Planning	GP-D 98
X1	29.01.15	Primary Issue	GP-D 98

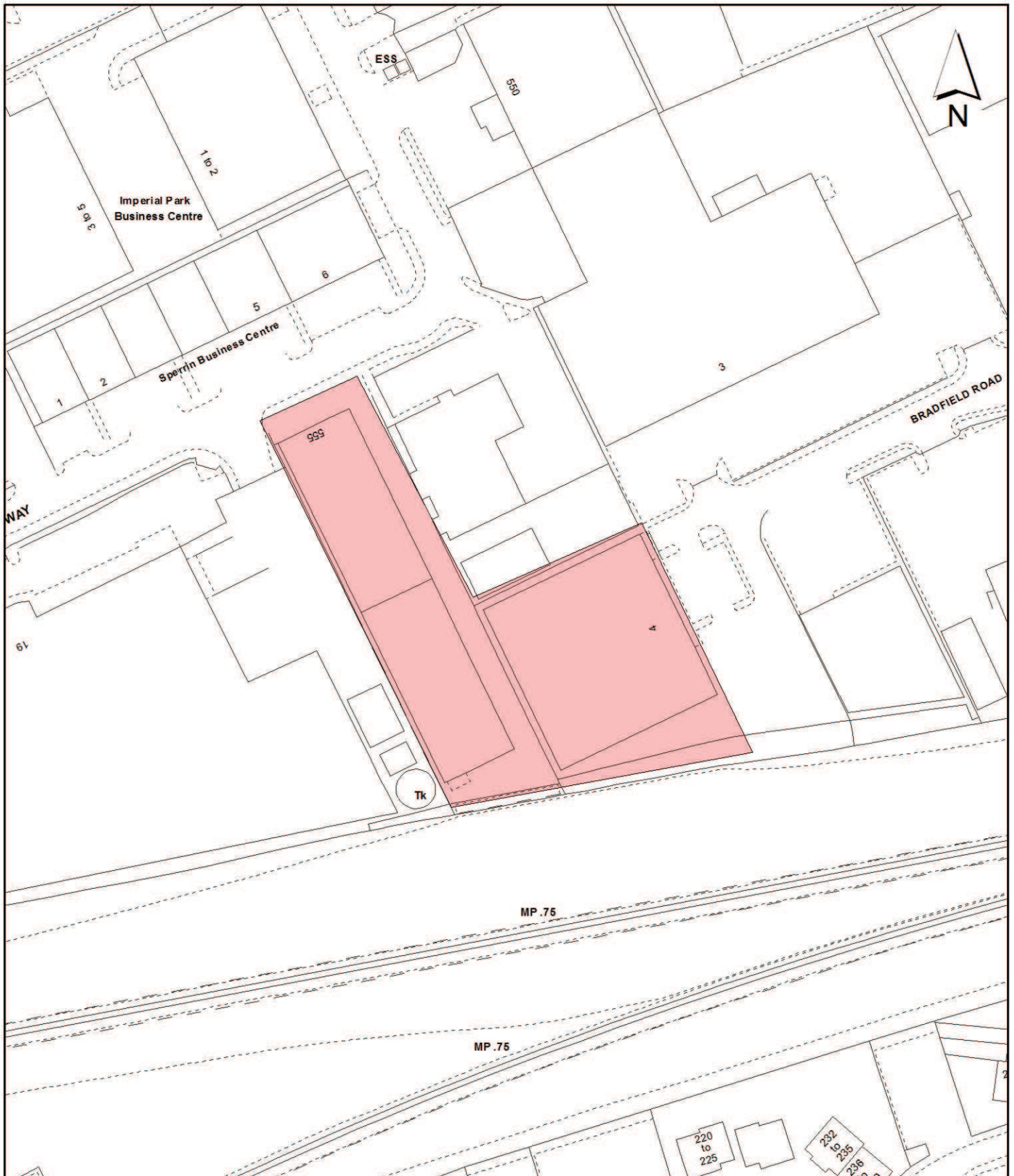
WEBB YATES ENGINEERS
 44-46 Scrutton Street
 London EC2A 4HH
 020 3896 1550
 www.webbyates.co.uk
 info@webbyates.co.uk

B&S Healthcare

Below Ground Drainage Layout

Client	ML	Checked by	GP-D	Issue	AI	Scale	1:200
Drawing Title	Below Ground Drainage Layout						
Revision	Preliminary						
Drawing Number	J2268-C-100						
Revision	X2						

1. This drawing is to be read in conjunction with the drainage details and other relevant Architectural and Engineers drawings and specifications set out above ground drainage by Architects/Engineer. All soil pipes, rainwater downpipes, channels and gullies are shown in red.
2. All drainage systems are shown as part of the new scheme and shall be installed and inspected. Any defects shall be reported to the Engineer immediately.
3. Contractor before starting work, check invert levels & positions of existing drains, sewers, inspection chambers & manholes against drainage Report discrepancies.
4. Existing drainage to be removed is to be broken out to full level and drain is to be laid in place to remove/copying.
5. Where the ground is granular material, compacted in layers not exceeding 200mm.
6. Provide full water and surface water drainage to be constructed in accordance with BS EN 12420 (for foul drainage) and all relevant approval conditions.
7. Any Statutory Authority, 105 Section 106 Water Industry Act undertaken by Client / Contractor.
8. All drainage systems shall have double seal type. All internal foul drainage manholes shall have double seal cover as a minimum.
9. Relevant drains to be built to adaptable standard as per 'flowvers for Adoption, 7th Edition'.
10. Drain connections to be set to suit unless noted otherwise.
11. All drains to be laid to suit unless noted otherwise. Fully jointed pipe to be BS EN 295-1/95 (Hargrett 'Superflow' or similar approved), draw bodied and back filled in accordance with the UNO County drains general spec (200mm min to be installed using fully jointed concrete pipes to BS EN 191-1:2002 & BS EN 1912:2002 (Shandon Stone Integrated Glass or similar approved), draw bodied and back filled in accordance with BS EN 1912:2002).
12. Pipes with cover less than 1200mm under paved areas and 900mm under unpaved areas to be laid with concrete surround (Class 2 of similar).
13. Concrete surround to pipe below slab to be monolithic with slab. Allow for expansion in slab to the cast into surround and be into slab.
14. All pipe passing through foundations to be fitted with double rubber pipe connections on each side and/or sleeved through ground.
15. Surface water for private areas is to be discharged into public highway.
16. All internal foul drainage manholes shall have double seal cover as a minimum.
17. Manhole covers and frames shall be BS EN 124 and shall be Keramarket. Covers and frames shall be heavy duty C250 in contingencies and vehicular areas and medium duty B125 in footways.
18. All drains to be laid to suit unless noted otherwise. Fully jointed pipe to be BS EN 295-1/95 (Hargrett 'Superflow' or similar approved), draw bodied and back filled in accordance with the UNO County drains general spec (200mm min to be installed using fully jointed concrete pipes to BS EN 191-1:2002 & BS EN 1912:2002 (Shandon Stone Integrated Glass or similar approved), draw bodied and back filled in accordance with BS EN 1912:2002).
19. Cover levels are to be adjusted locally to suit finished ground levels above finished ground level.
20. Cover levels are to be adjusted locally to suit finished ground levels above finished ground level.
21. HEALTH AND SAFETY: The works shall be carried out by specialist competent and experienced contractors who are members of a recognised national organisation. Operators shall have received full training in the use of the equipment used. All relevant Health and Safety Regulations.
22. Care should be taken to locate services prior to any excavation.



Notes

 Site boundary

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Site Address

**555 Stonefield Way
 Ruislip**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:
70454/APP/2015/383

Scale
1:1,250

Planning Committee
Major Page 320

Date
March 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER WEST DRAYTON POLICE STATION STATION ROAD WEST
DRAYTON

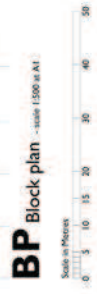
Development: Demolition of the existing Police Station, outbuildings and concrete
hardstandings, part retention of the listed walls and the construction of 12 semi
detached houses, together with a 4 storey block of 31 flats, a with associated
car and cycle parking and access road.

LBH Ref Nos: 12768/APP/2014/1870

Date Plans Received:	30/05/2014	Date(s) of Amendment(s):	30/05/2014
Date Application Valid:	10/06/2014		23/02/2015
			13/11/2014
			24/11/2014
			07/11/2014

Only figured dimensions are to be used. All dimensions to be checked on site.
 Please note: Refer to 'type' of drawing below: planning drawings should only be treated as such.

Notes:



APPLICATION FOR DETAILED
PLANNING CONSENT
 21/11/14 Updated plan in response to Highways and
 planning comments
 A 24/09/14 Updated plan in response to Highways and
 planning comments

REVISION

Liam Russell Architects
 ARCHITECTS AND DEVELOPERS

CHECKED	DATE
IMA	18/08/14
DRAWN	18/08/14
INC	18/08/14
DATE	09/14
SCALE	1:500 (B1)
REVISION	1:500 (B1)
NUMBER	1102-PA-001

JOB
 THE FORMER WEST
 DRAYTON POLICE
 STATION ROAD
 WEST DRAYTON

CLIENT
 AREA ESTATES

DRAWING
 BLOCK PLAN

100 NOT SCALE FROM THIS DRAWING THIS DRAWING IS COPYRIGHT ©

Only figured dimensions are to be used. All dimensions to be checked on site.
 Please note: Refer to 'type' of drawing below: planning drawings should only be treated as such.
 Notes

APPLICATION FOR DETAILED PLANNING CONSENT

- F 2/11/16 access road width increased to 5.0m & site requirements amended to meet highway requirements for Community Centre 2 users (eg wheelchair access requirements)
- D 05/11/14 amended to take account of design and wheelchair access requirements
- C 23/05/14 car parking amended to meet requirements and to take account of design and wheelchair access requirements to highway and private concerns
- B 10/05/14 car parking to meet site needs and provision of bin store and substation amended
- A 28/08/14 car parking amended in response to highway's comments

REVISION

Liam Russell Architects
 ARCHITECTS AND DEVELOPERS

JOB	CHECKED
THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON	IM
CLIENT	DRAWN
AREA ESTATES	US
	DATE
	09/14
	SCALE
	1:200 (B&W)
	1:500 (A2)
DRAWING	REVISION
SITE PLAN	E
FLOOR LAYOUTS	NUMBER
	1102-PL-010



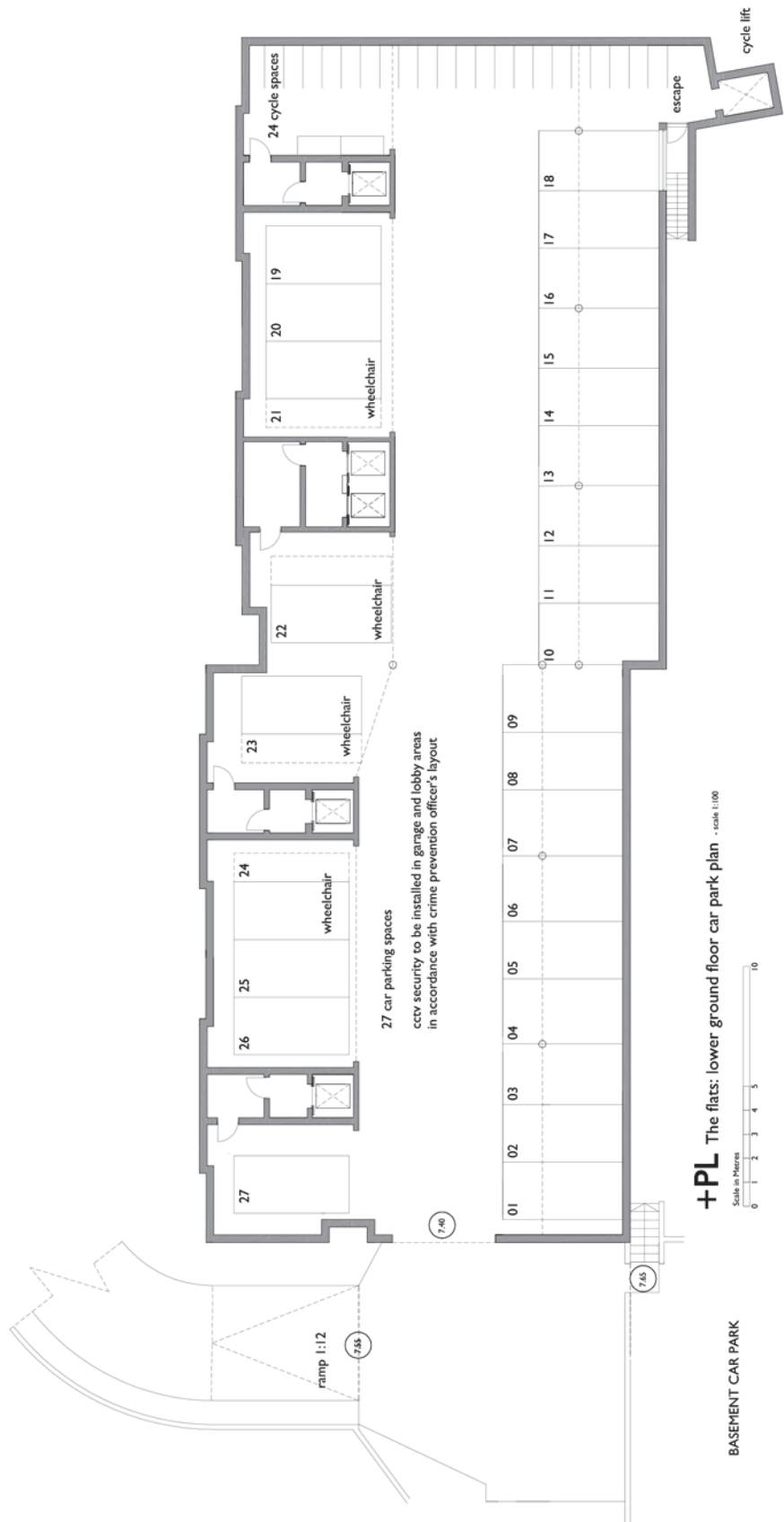
+PL site plan ground floor plan - scale 1:200
 Scale in Meters
 0 2 5 10 20

10011071 SCALE FROM THIS DRAWING. THIS DRAWING IS COPYRIGHT ©

Only figured dimensions are to be used. All dimensions to be checked on site.

Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.

Notes



APPLICATION FOR DETAILED
PLANNING CONSENT

- C 05/11/14 Tasking in subject car parking adjacent, cov security room added.
- B 29/09/14 removed car parking near entrance removed in response to highway comments.
- A 11/09/14 car parking & cycle parking layout revised

REVISION

THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON

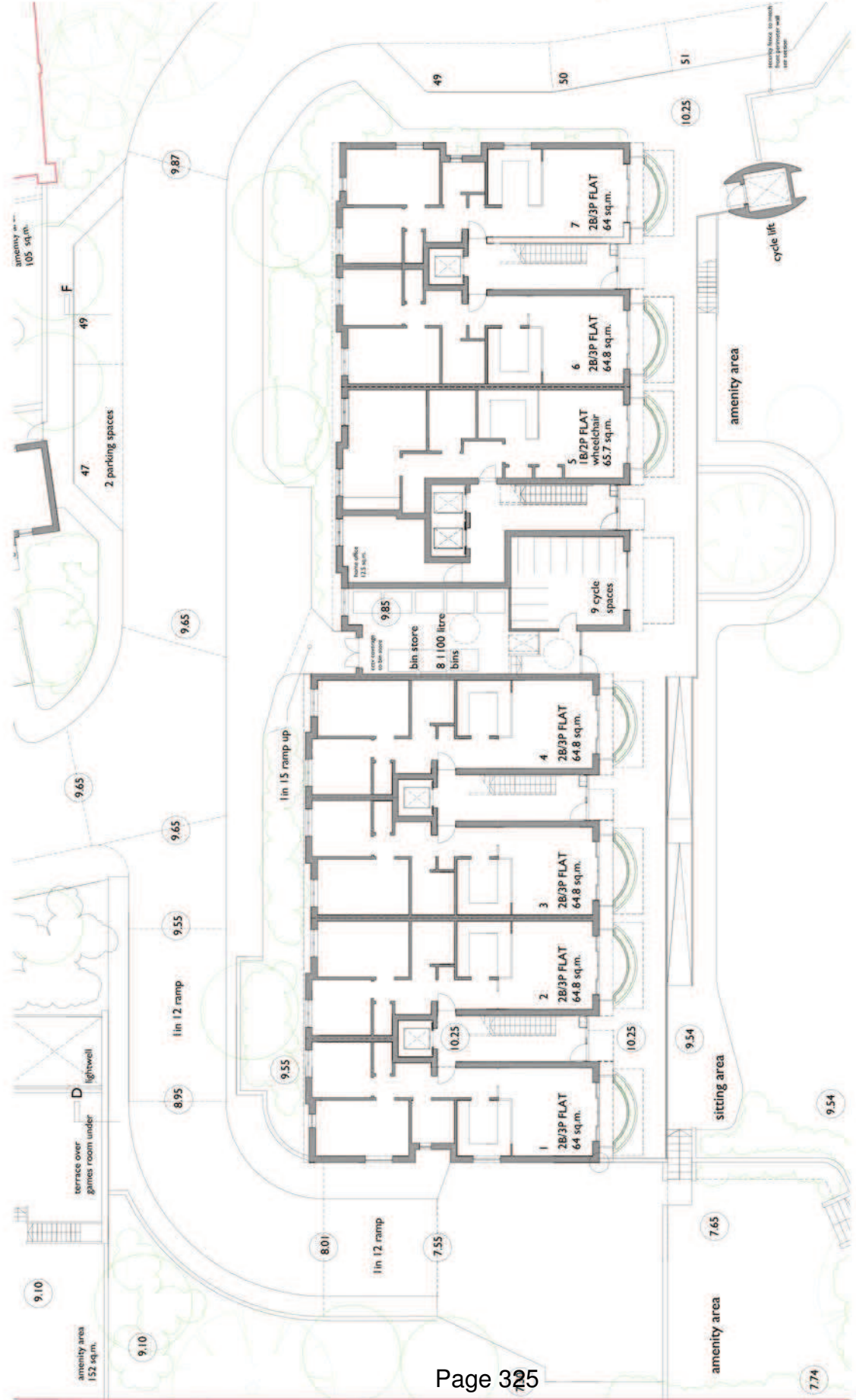
Liam Russell Architects
architecture and development

110088 AJ
13008 JA

JOB	CHECKED
THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON	LIA
CLIENT	DATE
AREA ESTATES	09/14
DRAWING	SCALE
TWO FLATS OVER GROUND FLOOR CAR PARK PLAN	1:10000 AJ 1:3000 JA
REVISION	REVISION
C	C
NUMBER	NUMBER
1105PAGH	1105PAGH

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 Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.
 Notes



+PL The flats: ground floor plan - scale 1:100
 Scale in Meters: 0 1 2 3 4 5 10

APPLICATION FOR DETAILED PLANNING CONSENT

- C 05/11/14 ground floor plans submitted, conditions added for the structure, perimeter security, landscaping, signage, etc. and for 5 figure spaces.
- B 26/05/14 bin store, several typos and car park details added for the structure, perimeter security, landscaping, signage, etc. and for 5 figure spaces.
- A 08/06/14 car parking amended in response to Highway's comments.

REVISION



Liam Russell Architects
 ARCHITECTS AND INTERIORS

JOB	CHECKED
THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON	LM
CLIENT	DRAWN
AREA ESTATES	HC
	DATE
	19/14
	SCALE
	1:1000 AT 1:2000 AS NOTED
DRAWING	REVISION
THE FLATS: GROUND FLOOR PLAN	C
	NUMBER
	1105/PAD/11

Only figured dimensions are to be used. All dimensions to be checked on site.
 Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.
 Notes



+EL WEST ELEVATION - scale 1:100



+EL NORTH ELEVATION - scale 1:100



APPLICATION FOR DETAILED PLANNING CONSENT

- B 05/11/14 security fencing added to access road, 100 bulk removed to accommodate 'bulky fit'
 - A 26/07/14 west elevation re-designed
- 10% floor reduction in height to 20.00m, corner profile replaced by regular profile, level shading removed by lines and gable ends on walls, cycle racks added to front of site, north arrow added in response to planners comments
 north elevation updated to suit re-positioning of fire store.

REVISION

CHECKED	DATE
IM	10/08/14
HC	10/08/14

Liam Russell Architects
 ARCHITECTS AND INTERIORS

JOB	THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON
CLIENT	AREA ESTATES
DATE	04/14
SCALE	1:100 @ A1 1:200 @ A0
REVISION	#
NUMBER	1100 (P&P)

Only figured dimensions are to be used. All dimensions to be checked on site.
 Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.
 Notes



+EL EAST ELEVATION with detail - scale 1:100 and 1:20



+EL SOUTH ELEVATION - scale 1:100

APPLICATION FOR DETAILED PLANNING CONSENT

- B 20/11/18 - Planning for the proposed development of a new, proposed site for a new development. It shall be used for a new development. It shall be used for a new development. It shall be used for a new development.
- A 20/10/18 - The floor plan is to be used for the proposed development. It shall be used for a new development. It shall be used for a new development. It shall be used for a new development.

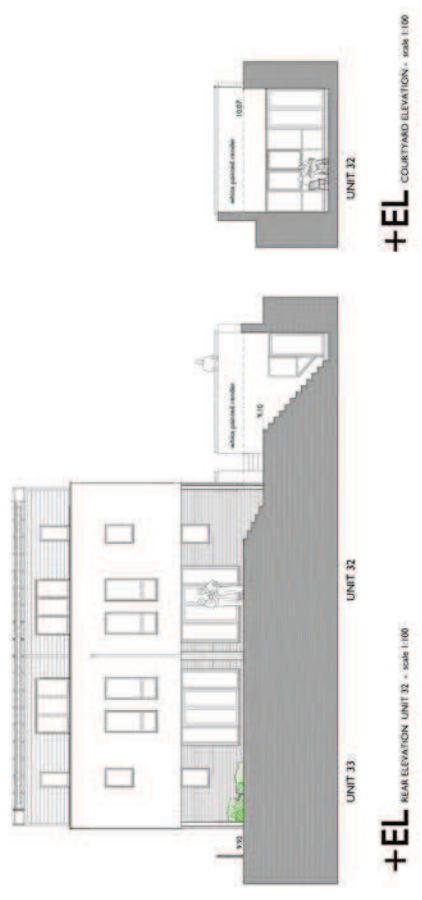
REVISION

Checked by: [Name]
 Drawn by: [Name]
 Date: [Date]

Liam Russell Architects
 ARCHITECTS AND INTERIORS
 100-102 STATION ROAD WEST DRAITON

JOB	THE FORMER WEST DRAITON POLICE STATION ROAD WEST DRAITON	CHECKED	IM
CLIENT	AREA ESTATES	DRAWN	MC
AREA ESTATES		DATE	19/14
DRAWING EAST & SOUTH ELEVATIONS		SCALE	1:100 @ A1 1:200 @ A0
		REVISION	1
		NUMBER	1105.PA.02

Only figured dimensions are to be used. All dimensions to be checked on site.
 Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.
 Notes



APPLICATION FOR DETAILED
 PLANNING CONSENT

A 28/01/18
 top floor reduced in height to 2100mm overall
 height to match adjacent buildings. The existing
 height is reduced by 100mm. Units and set
 back reduced in response to planners
 comments.
 Height, label and set back reduced in height in
 response to planners comments.

REVISION



Liam Russell Architects
 ARCHITECTS AND INTERIORS

JOB	THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON	CHECKED	LM
CLIENT	AREA ESTATES	DRAWN	MC
DATE	09/14	DATE	09/14
SCALE	1:100 @ A1 1:200 @ A0	SCALE	1:100 @ A1 1:200 @ A0
REVISION	A	REVISION	A
DRAWING	THE HOUSES AT THE FORMER WEST DRAYTON POLICE STATION INCLUSIVE 38-41 ELEVATIONS & TYPICAL SECTIONS	NUMBER	100/P403 (10/P403)

Only figured dimensions are to be used. All dimensions to be checked on site.

Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.

Notes



APPLICATION FOR DETAILED
PLANNING CONSENT

A. 05/11/14 Updated artist impression to incorporate all planning comments

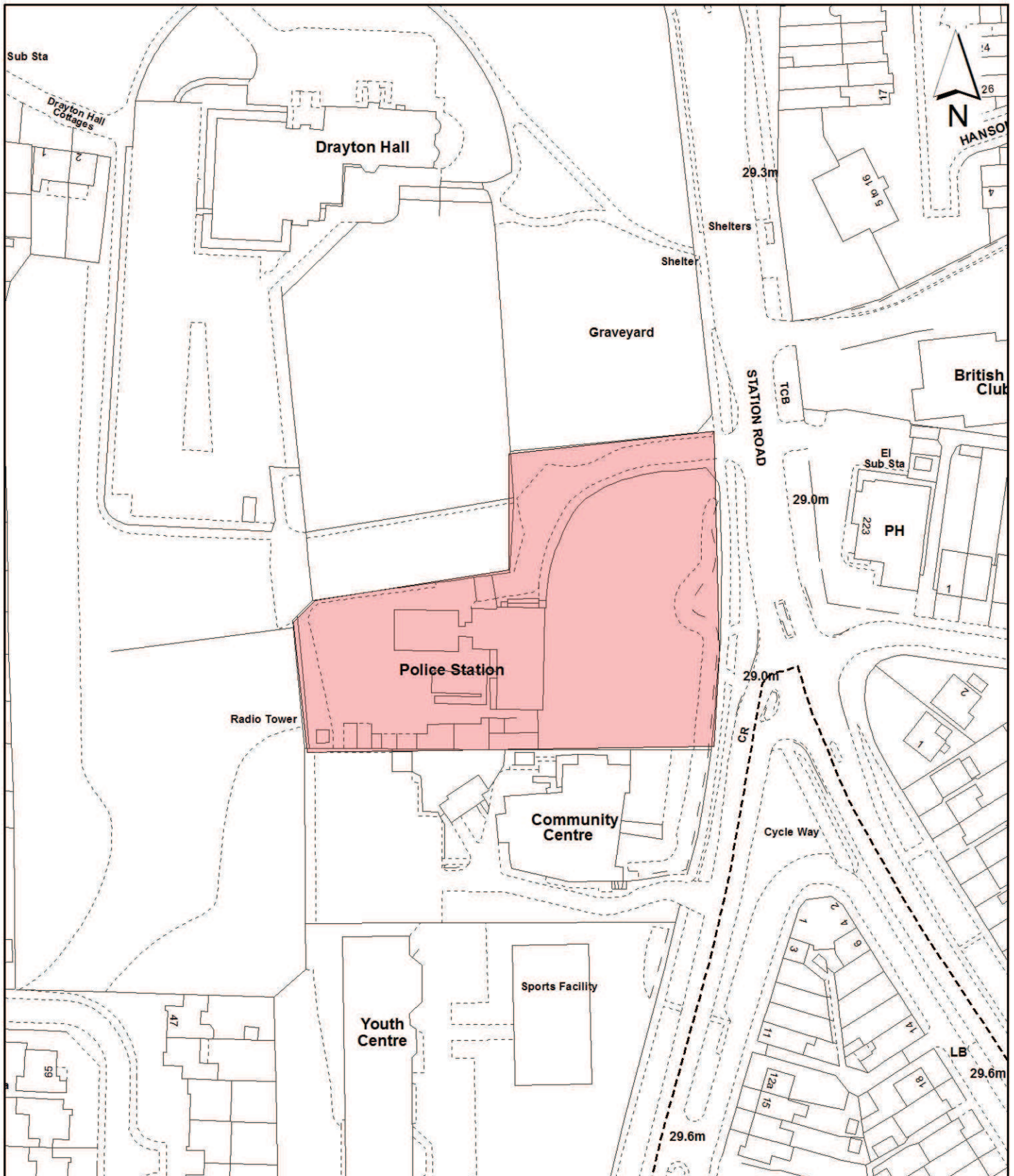
REVISION



Liam Russell Architects
ARCHITECTS AND INTERIORS

11th Floor, 100 West Drayton Road, West Drayton, Middlesex UB8 3PH
Tel: 0181 606 2000 Fax: 0181 606 2001 Email: info@liamrussellarchitects.co.uk
www.liamrussellarchitects.co.uk

JOB	CHECKED
THE FORMER WEST DRAYTON POLICE STATION ROAD WEST DRAYTON	LRA
CLIENT	DRAWN
AREA ESTATES	UR
	DATE
	06/14
	SCALE
	1:100 (A1)
	1:200 (A2)
	REVISION
	A
DRAWING	ARTIST'S IMPRESSION
	NUMBER
	(1 OF 14)



Notes

 Site boundary

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Site Address

**Former West Drayton Police Station
 Station Road
 West Drayton**

Planning Application Ref:
12768/APP/2014/1870

Planning Committee
Major Page 331

Scale
1:1,250

Date
March 2015

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

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



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER WEST DRAYTON POLICE STATION STATION ROAD WEST
DRAYTON

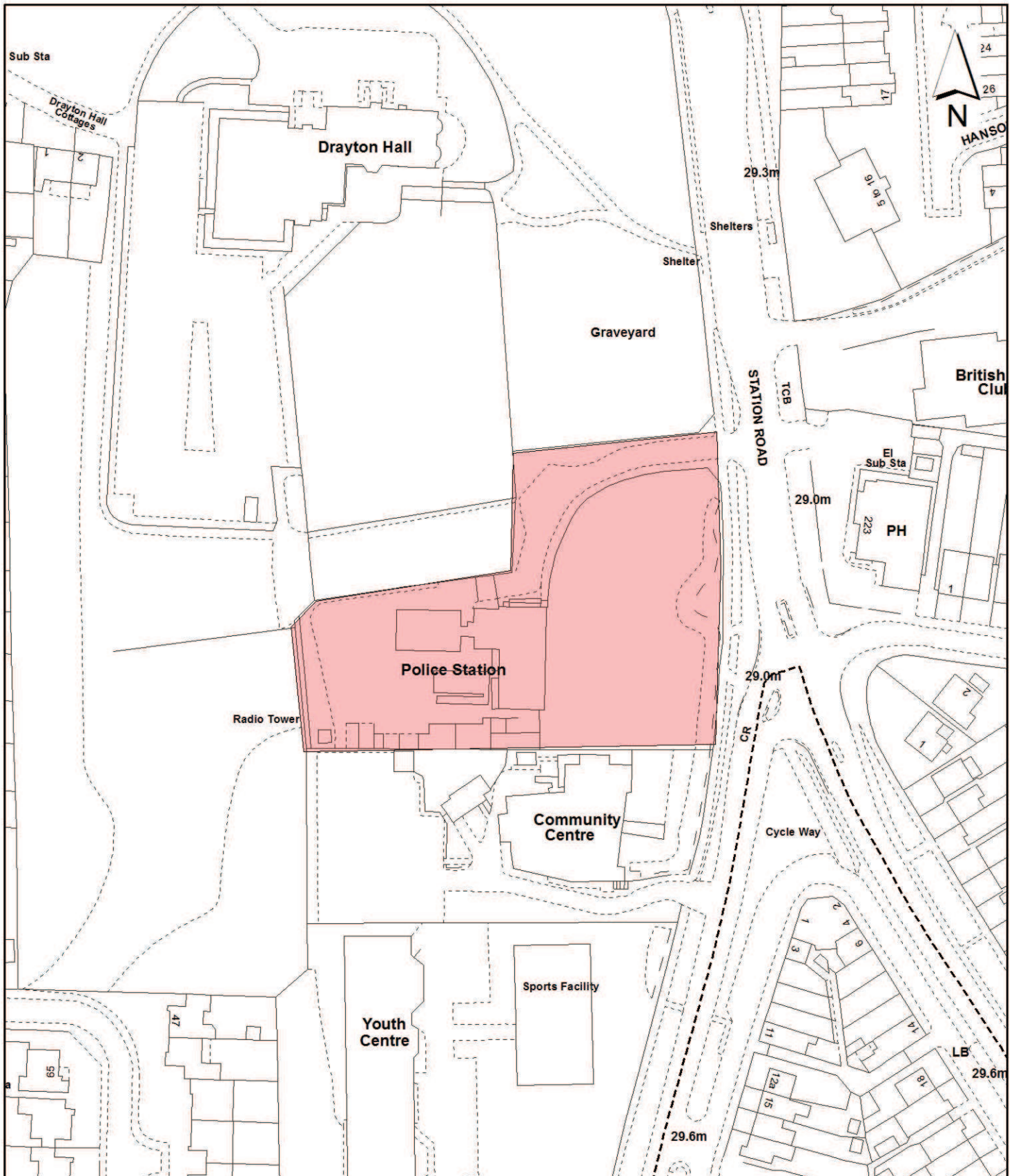
Development: Alterations to the garden wall situated in the rear area of the former police station site including: existing bricked up opening to be re-opened; formation of two new openings to match existing opening; formation of new inner wall; and formation of a rooflight (Application for Listed Building Consent).

LBH Ref Nos: 12768/APP/2014/4071

Date Plans Received: 17/11/2014

Date(s) of Amendment(s):

Date Application Valid: 17/11/2014



Notes

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Site Address

**Former West Drayton Police Station
 Station Road
 West Drayton**

Planning Application Ref:
12768/APP/2014/4071

Planning Committee
Major Page 333

Scale
1:1,250

Date
March 2015

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

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



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address WEST DRAYTON STATION STATION APPROACH YIEWSLEY

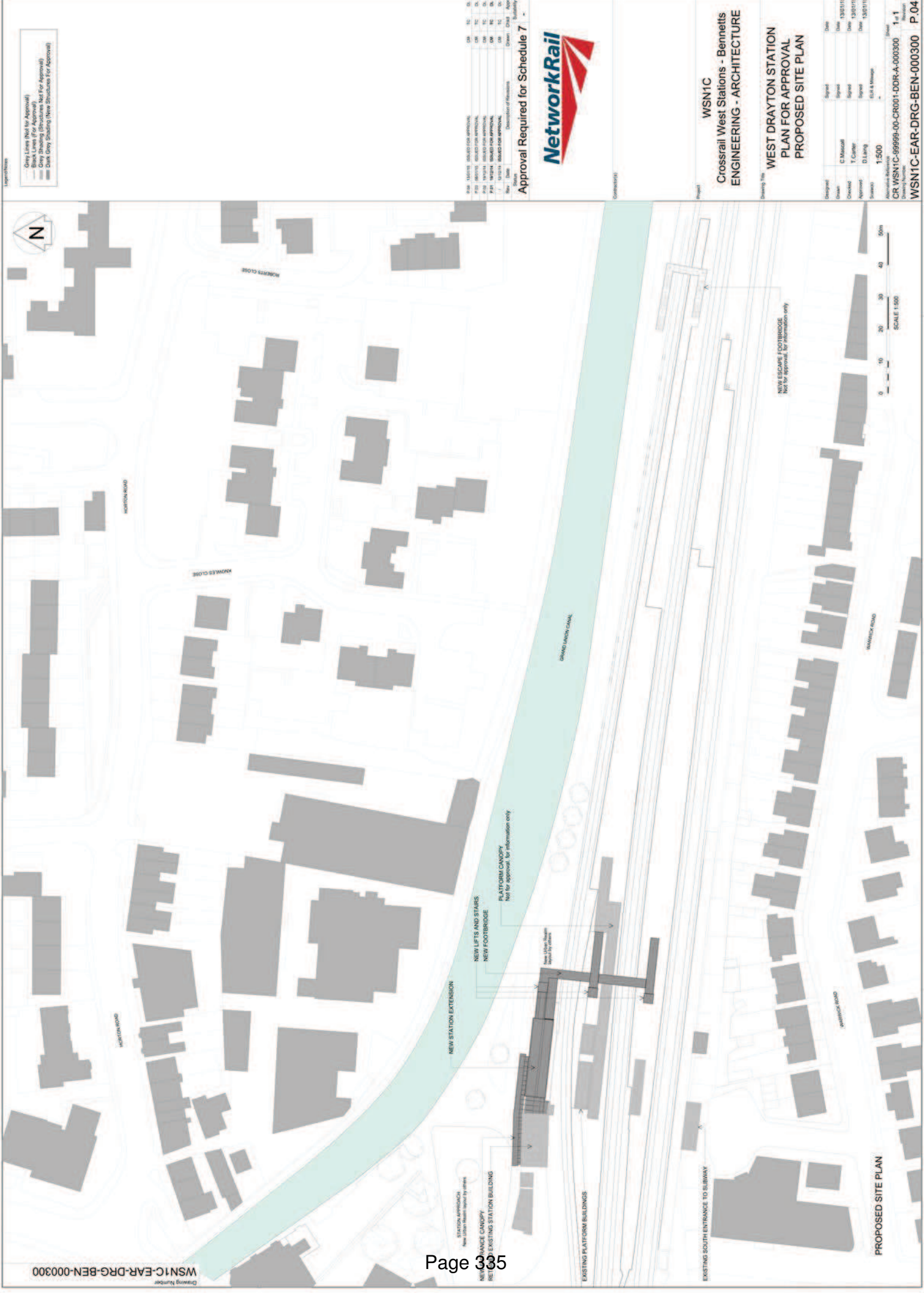
Development: Application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

LBH Ref Nos: 31592/APP/2015/186

Date Plans Received: 19/01/2015

Date(s) of Amendment(s):

Date Application Valid: 19/01/2015



Legend/Notes

- Grey Lines (Not for Approval)
- Grey Shading (Structures Not For Approval)
- Dark Grey Shading (New Structures For Approval)

WSN1C-EAR-DRG-BEN-000300
Drawing Number

Approval Required for Schedule 7

Rev	Date	Description of Revisions	Drawn	Chk'd	App'd
008	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
007	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
006	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
005	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
004	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
003	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
002	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL
001	18/01/15	ISSUED FOR APPROVAL	DM	TC	DL



WSN1C
Crossrail West Stations - Bennetts
ENGINEERING - ARCHITECTURE

WEST DRAYTON STATION
PLAN FOR APPROVAL
PROPOSED SITE PLAN

Designated	Drawn	Checked	Approved	Scale	Altitude Reference	Sheet
C. MacCall	T. Carter	D. King	1:500	CR WSN1C-99999-00-CR001-DDR-A-000300	1 of 1	
13/01/15	13/01/15	13/01/15	13/01/15			

CR WSN1C-99999-00-CR001-DDR-A-000300
Drawing Number

WSN1C-EAR-DRG-BEN-000300 P.04

Check this sheet for Approvals:
 - Blue Lines for Approvals
 - Red Lines for Changes
 - Black Lines for Existing Conditions



GRAND LAGOON CANAL



WSNTIC
 Crossrail West Stations - Bennetts
 ENGINEERING - ARCHITECTURE

WEST DRAYTON STATION
 PLAN FOR APPROVAL
 PROPOSED BUILDING PLAN
 PLATFORM

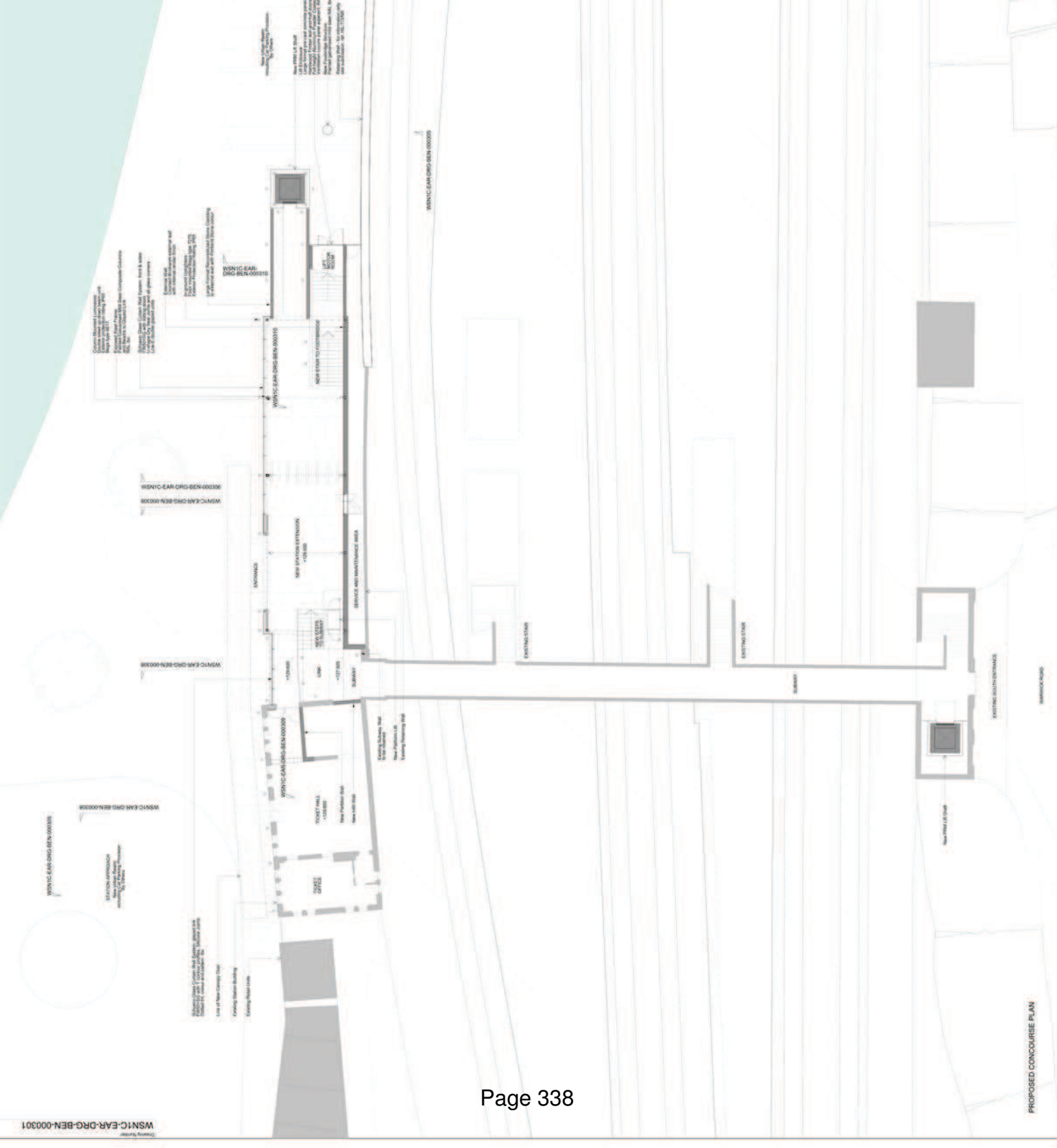
Author	Checked	Date
Designer	Reviewed	Date
Checker	Approved	Date
Project	Number	Revision
Scale	1:100	Sheet No.

CR WSNTIC-000000-0001-0001-000000 1 of 1
 WSNTIC-EAR-DRG-BEN-000302 P.04

Check this sheet for Approval:
 - Blue Lines for Approval
 - Red Lines for Approval
 - Black Lines for Approval
 - Green Lines for Approval



GRAND UNION CANAL



WSNTC-EAR-DRG-BEN-000301

Item	Description	Quantity	Unit
101	CONCRETE	100	m ³
102	STEEL	50	kg
103	GLASS	200	m ²
104	PAINT	10	liters
105	CEILING	50	m ²
106	FLOORING	100	m ²
107	MECHANICAL	10	units
108	ELECTRICAL	10	units
109	PLUMBING	10	units
110	LANDSCAPE	10	units
111	CONCRETE	100	m ³
112	STEEL	50	kg
113	GLASS	200	m ²
114	PAINT	10	liters
115	CEILING	50	m ²
116	FLOORING	100	m ²
117	MECHANICAL	10	units
118	ELECTRICAL	10	units
119	PLUMBING	10	units
120	LANDSCAPE	10	units

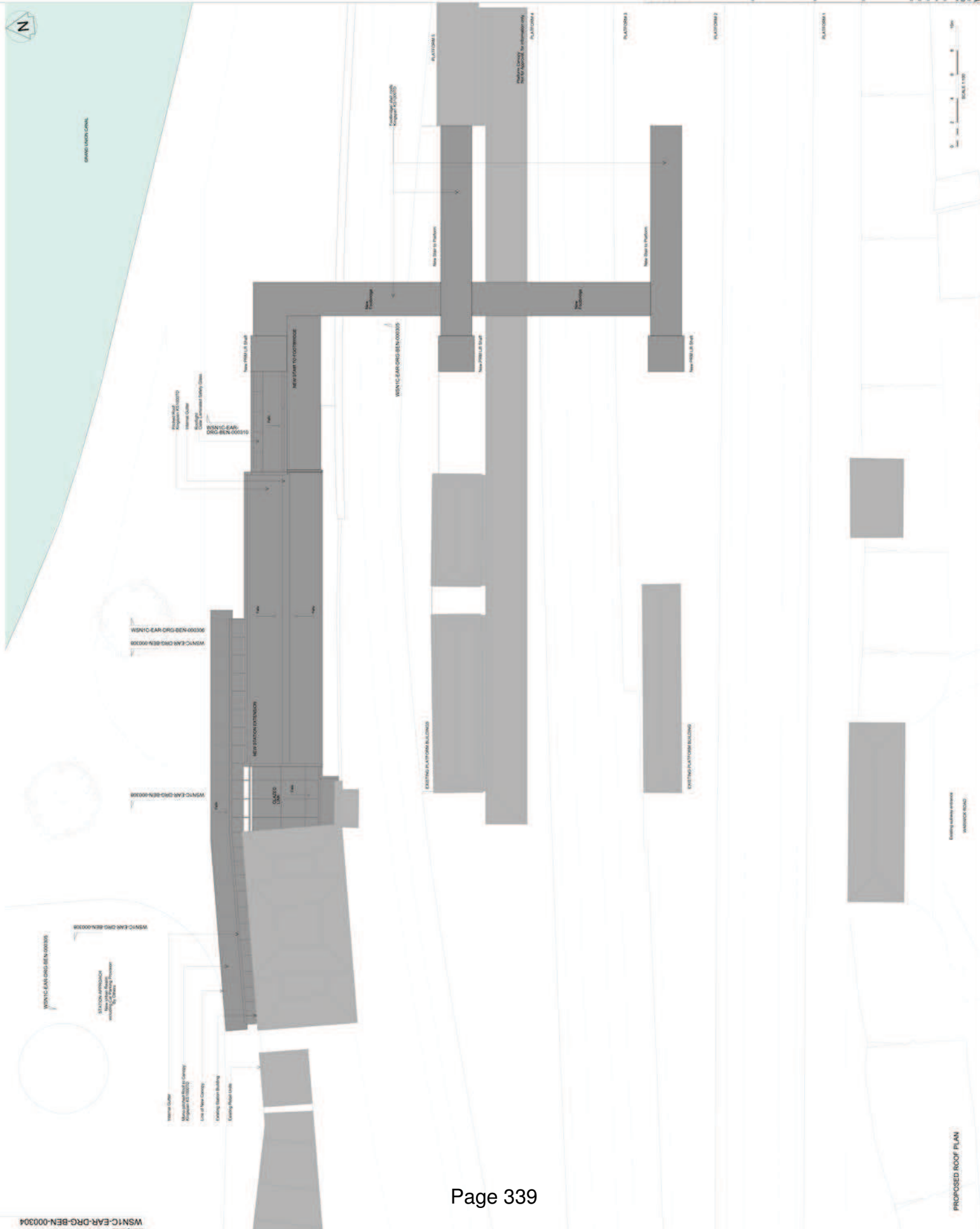


WSNTC
 Crossrail West Stations - Bennetts
 ENGINEERING - ARCHITECTURE

WEST DRAYTON STATION
 PLAN FOR APPROVAL
 PROPOSED BUILDING PLAN
 CONCOURSE

Scale: 1:100

1 of 1
 CR-WSNTC-999999-DRG-BEN-000301
 WSNTC-EAR-DRG-BEN-000301 P.04



Check this sheet for Approval:
 - Blue lines for Approval
 - Red lines for Approval
 - Black lines for Approval
 - Green lines for Approval

Approval Required for Schedule 7

Item	Approved	Date
1.00		
2.00		
3.00		
4.00		
5.00		
6.00		
7.00		
8.00		
9.00		
10.00		



WSNTC
 Crossrail West Stations - Bennetts
 ENGINEERING - ARCHITECTURE

WEST DRAYTON STATION
 PLAN FOR APPROVAL
 PROPOSED BUILDING PLAN
 ROOF

Item	Approved	Date
1.00		
2.00		
3.00		
4.00		
5.00		
6.00		
7.00		
8.00		
9.00		
10.00		

WSNTC-000000-00001-00004-00004
 1 of 1
 WSNTC-EAR-DRG-BEN-000304 P.04



GENERAL NOTES

1. THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE OTHER DRAWINGS OF THIS PROJECT.

2. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

3. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

4. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

5. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

6. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

7. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

8. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

9. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

10. THE WORK SHOWN ON THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE NETWORK RAIL GROUP.

LEGEND

■ NEW PLATFORM LIGHTING COLUMNS TO BE REMOVED AS PART OF THE EXTENSION WORK

■ NEW PLATFORM LIGHTING COLUMNS TO BE REMOVED AS PART OF THE EXTENSION WORK

○ EXISTING LIGHTING COLUMNS TO BE RETAINED

GENERAL NOTES

1. NEW PLATFORM LIGHTING TO BE FIT FROM FULL HEIGHT PLATFORM LIGHTING COLUMN DETAILS

PROPOSED WORKS FOR APPROVAL

EXISTING FOR INFORMATION

FOR FORM A REVIEW SS



WEST STATIONS - OUTERINNER ENGINEERING - PLAN

WEST DRAYTON STATION PLAN FOR APPROVAL PROPOSED PLATFORM EXTENSION AND LIGHTING

Author	J. A. GIBSON	Date	10/01/2017
Checked	J. GIBSON	Date	10/01/2017
Drawn	M. WOODS	Date	10/01/2017
Scale	1:250	Sheet	MEN

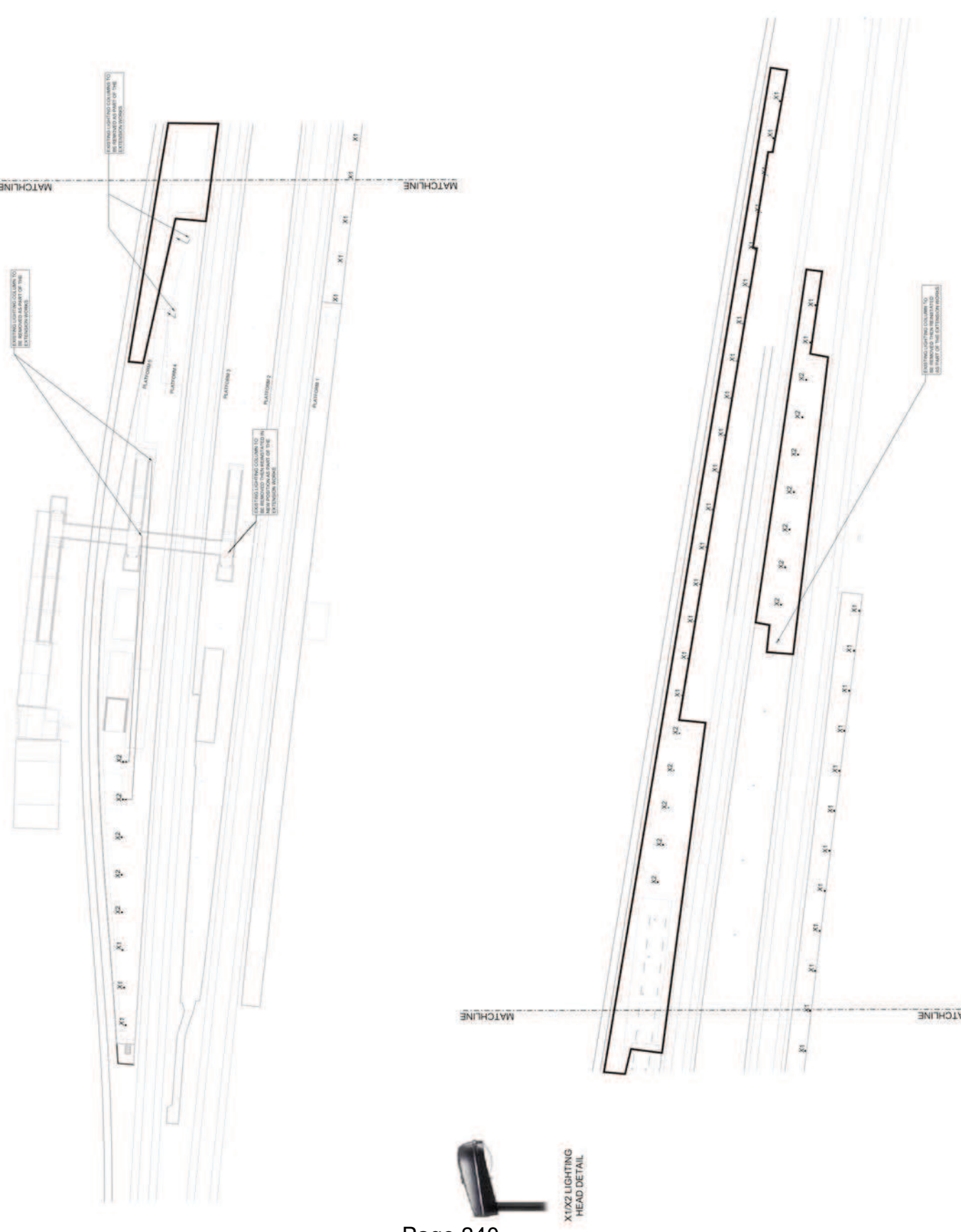
Project Name: WEST STATIONS - OUTERINNER ENGINEERING - PLAN

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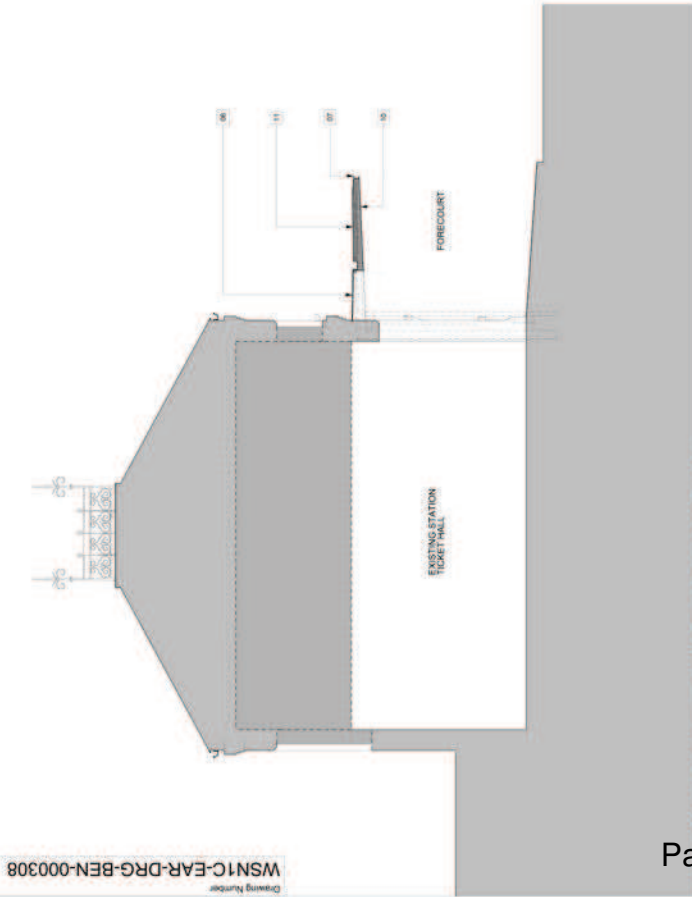
Sheet: MEN

Project Number: WSNTB-ONS-DRG-NCA-00002

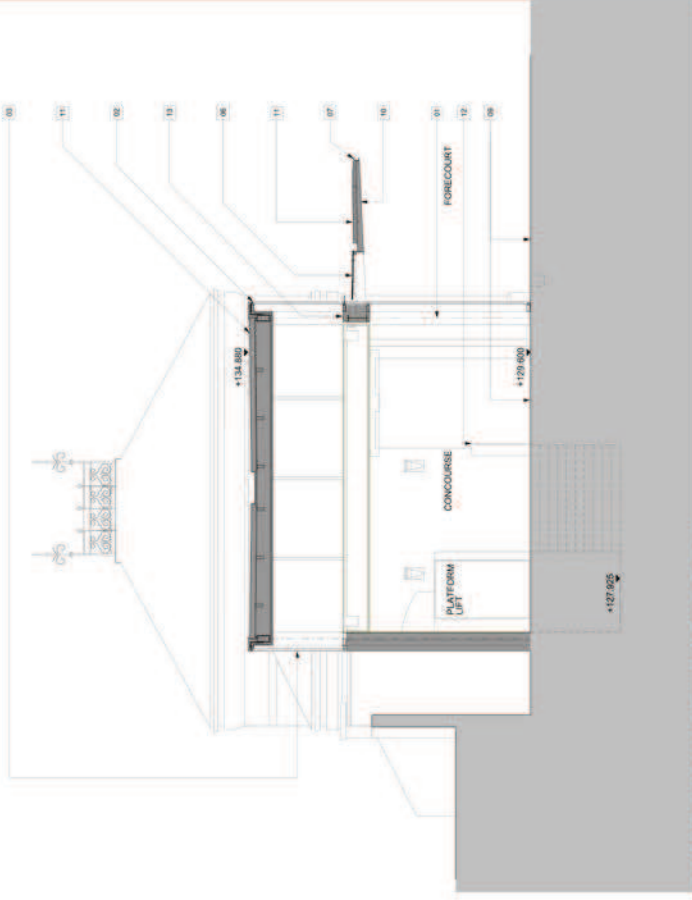
Revision: A01



X1X2 LIGHTING HEAD DETAIL

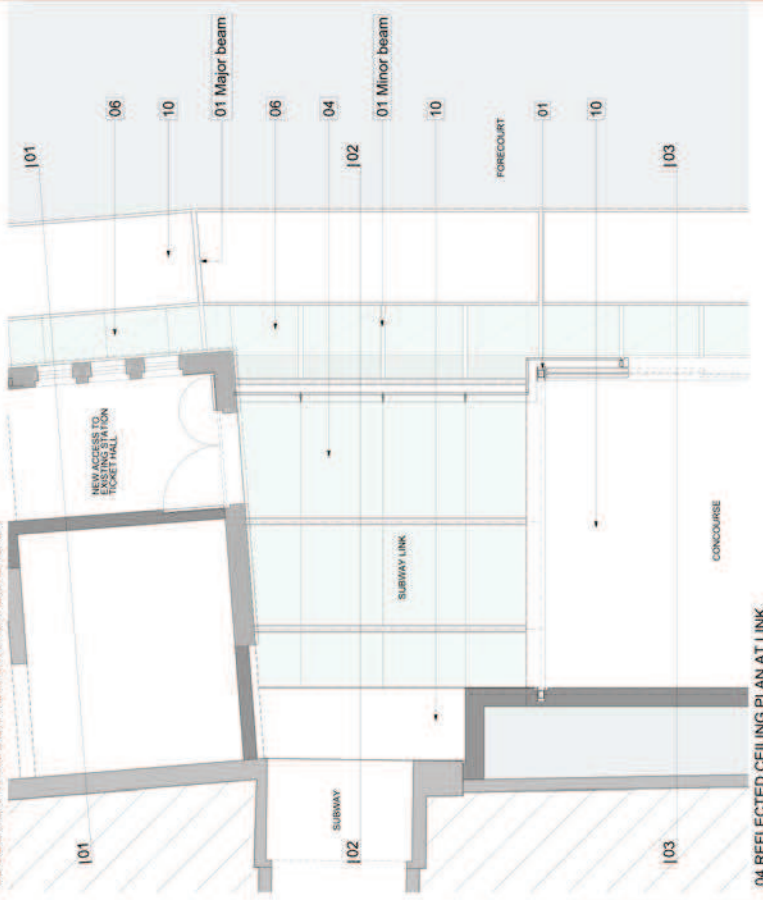


01 SECTION THROUGH EXISTING TICKET OFFICE ENTRANCE

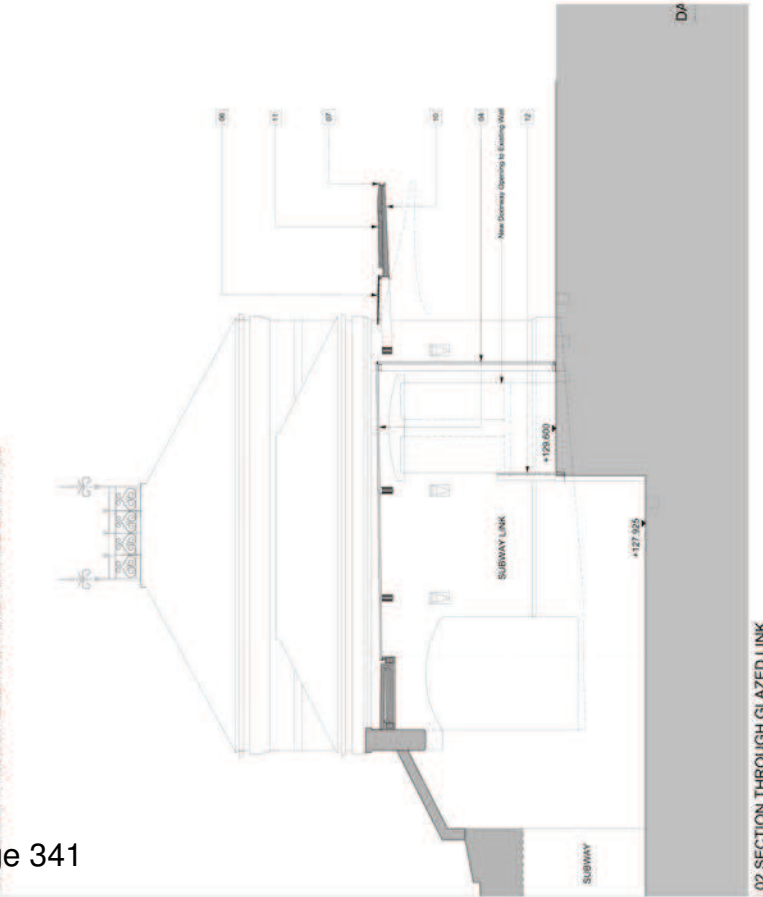


03 SECTION THROUGH NEW STATION EXTENSION

- Legend/Notes**
- Grey Lines (Not for Approval)
 - Black Lines (Structures, Not For Approval)
 - Dark Grey Shading (Structures, Not For Approval)
 - Light Grey Shading (New Structures For Approval)
- 1 Exposed Steel Frame with Galvalume 102 Steel Composite Columns and Beams
 - 2 Glass Cladding: Vision Systems Panel 8, Safety PFR00-SC with bottom down, U-wedge Dry Seal joints and all glass corners. Low-E double glazed units. Spigotless panel fitted.
 - 3 Schuco Glass Curtain Wall System, see PFR00-SC with 7 contour profiles, Silicone joints. Low-E double glazed units with top pattern to high level units.
 - 4 Schuco Glass Curtain Wall System, glazed link PFR00-SC with 7 contour profiles, Silicone joints. Limited EC colour and pattern. BC.
 - 5 Schuco Glass Curtain Wall System, and all glass corners. Low-E double glazed units with top pattern.
 - 6 Canopy Link Roof Cladding: Clear laminated safety glass, 12mm thick, with aluminium safety glazing. Edging strip with proprietary clip to new extension.
 - 7 New Forecourt Canopy: Clear laminated safety glass, 12mm thick, with aluminium safety glazing. Edging strip with proprietary clip to new extension.
 - 8 U/E Enclosure: Large format pre-cast concrete panels. Colour: BC.
 - 9 Forecourt and Concourse Floor Finish: Polished concrete floor finish, with a matt finish to the forecourt and concourse, according to manufacturer's recommendations.
 - 10 Cladding New Station Extension: Safety Fitted, Silicone Insulated Synthetic Resin Panel.
 - 11 Roof: Aruplan 451007D
 - 12 Walkways: Grid balustrade with 50mm dia Stainless Steel handrail.
 - 13 High Level Clerestory Light: glazing. Luminaires: Max. Recessed with colour effect option.
 - 14 Station Minor Luminaires: Double sided up-down beam unit. Exterior protection rating IP69. Beza type 9617.
 - 15 In-ground Lighting: Floor or Recessed Beam type 9617. Exterior protection rating IP69.
 - 16 External Wall: Coloured Network external wall with internal render finish.



04 REFLECTED CEILING PLAN AT LINK



02 SECTION THROUGH GLAZED LINK

Approval Required for Schedule 7

Item	Date	Description of Revisions	Drawn	Check	Approved	Subsidiary
1	13/01/15	ISSUED FOR APPROVAL	DM	EC	DL	
2	13/01/15	ISSUED FOR APPROVAL	DM	EC	DL	
3	13/01/15	ISSUED FOR APPROVAL	DM	EC	DL	



Project: WSN1C
 Crossrail West Stations - Bennetts
 ENGINEERING - ARCHITECTURE

Drawing No: WEST DRAYTON STATION
 PLAN FOR APPROVAL
 PROPOSED CANOPY SECTIONS

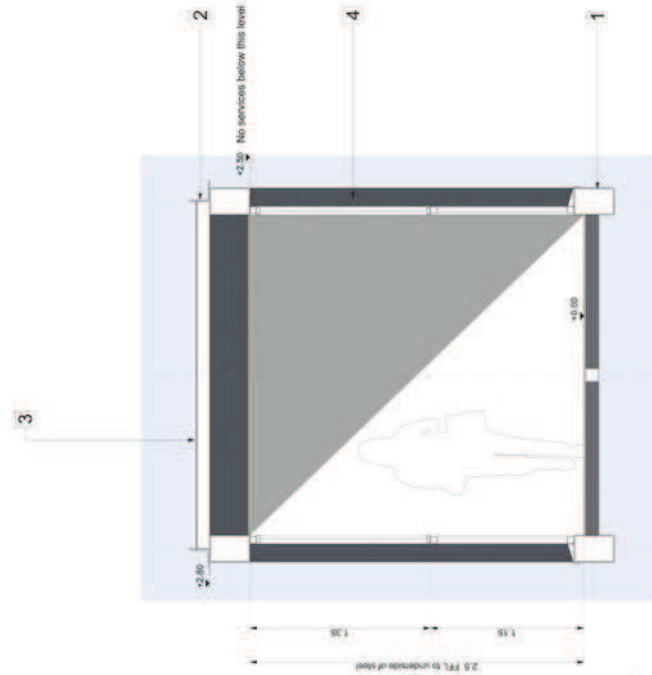
Designated	Design	Checked	Approved	Scale	Sheet
C-Miscall	C-Miscall	T Carter	D Luing	1:50	1 of 1

CR WSN1C-99999-00-CR001-DDR-A-000308
 Drawing Number: WSN1C-EAR-DRG-BEN-000308 P.04
 Sheet Size: A1 841 x 594

Safety, Health and Environmental information
 normally associated with this type of work
 All references below are to Hazard Log
 WSN1B-APP/ASIS-SEA-0000718

- Construction
- Ci. Not applicable
- Ch.
- Operations
- O. Not applicable
- Cl.
- Maintenance
- M. Not applicable
- Mi.
- Demolition/Removal (Future)
- Df. Not applicable
- Dh.

These notes are based on the use of experienced
 and competent contractors carrying out the work
 using an approved safe method of working



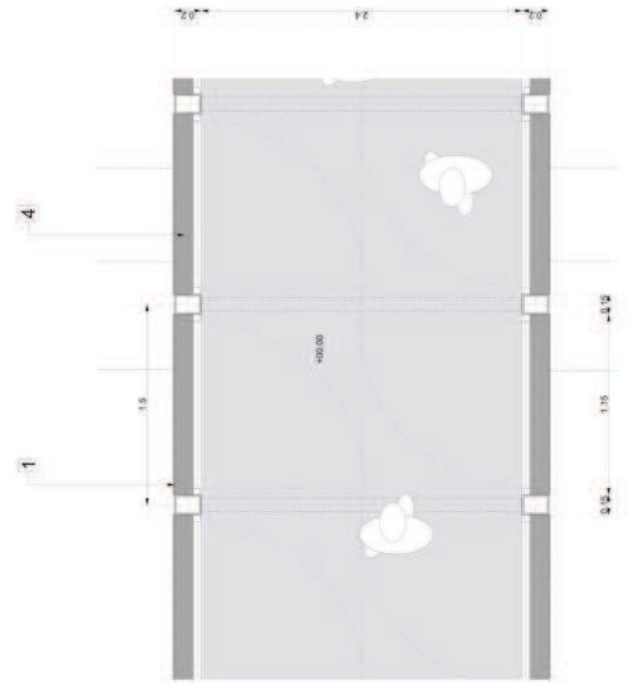
CROSS SECTION

Please refer to services
 engineer's drawings for
 site specific structural layout.

- 1 Exposed Steel Frame
 SHS Columns and T-beams with light grey paint finish RAL 9005
- 2 Steel Angle 75mm to Roof/Overhang (300 x 50mm)
 with light grey paint finish RAL 9005
- 3 Triangular metal profile roof decking
 e.g. Koppelman NG2000R0V, design life 50+ years
- 4 WINDOW
 Galvanneal steel frame with solid galvanneal steel infill panels.
 e.g. Citil Corporate W20, design life 50+ years



ELEVATION



PLAN



No.	Date	Description of Revisions	Drawn	Check	Appr.
001	06/06/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
002	15/04/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
003	20/03/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
004	20/03/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
005	20/03/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
006	13/12/11	Issue for Services Engineer (SFE)	MLN	MLN	MLN
007	20/03/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
008	20/03/12	Issue for Services Engineer (SFE)	MLN	MLN	MLN
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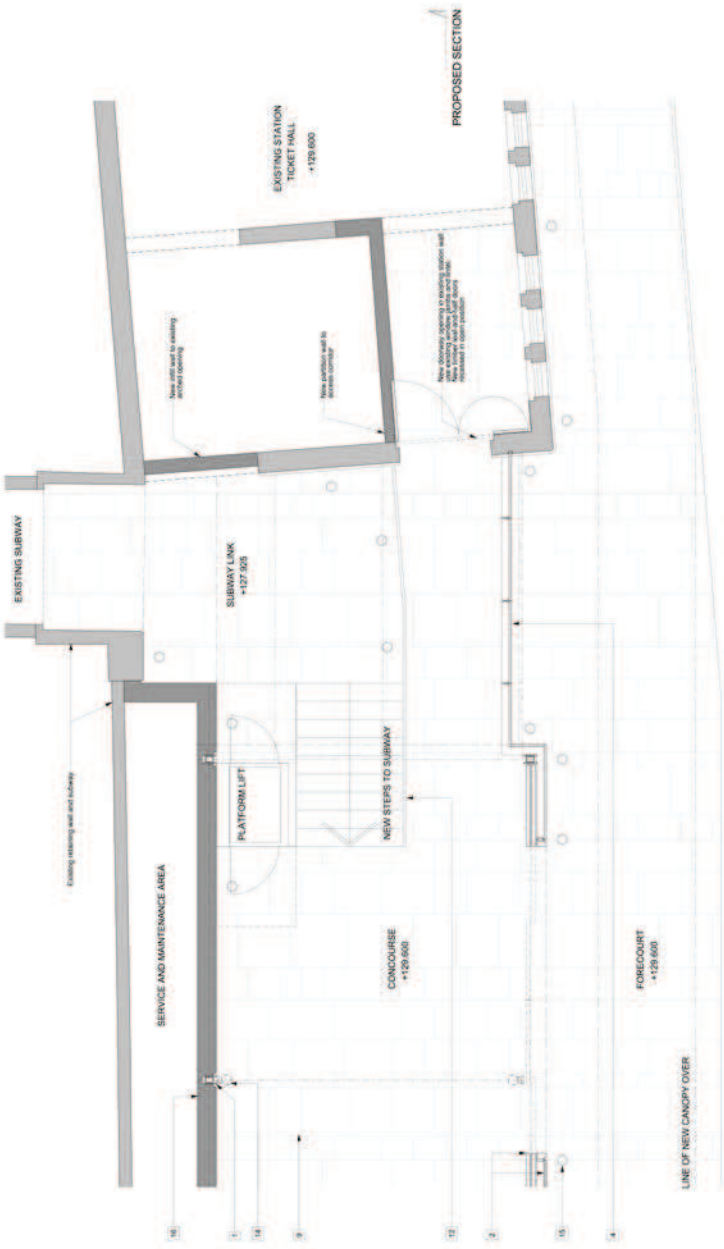
FOR FORM A REVIEW S3

Project: WSN1B
 WEST STATIONS - OUTER/INNER
 ENGINEERING - ARCHITECTURE

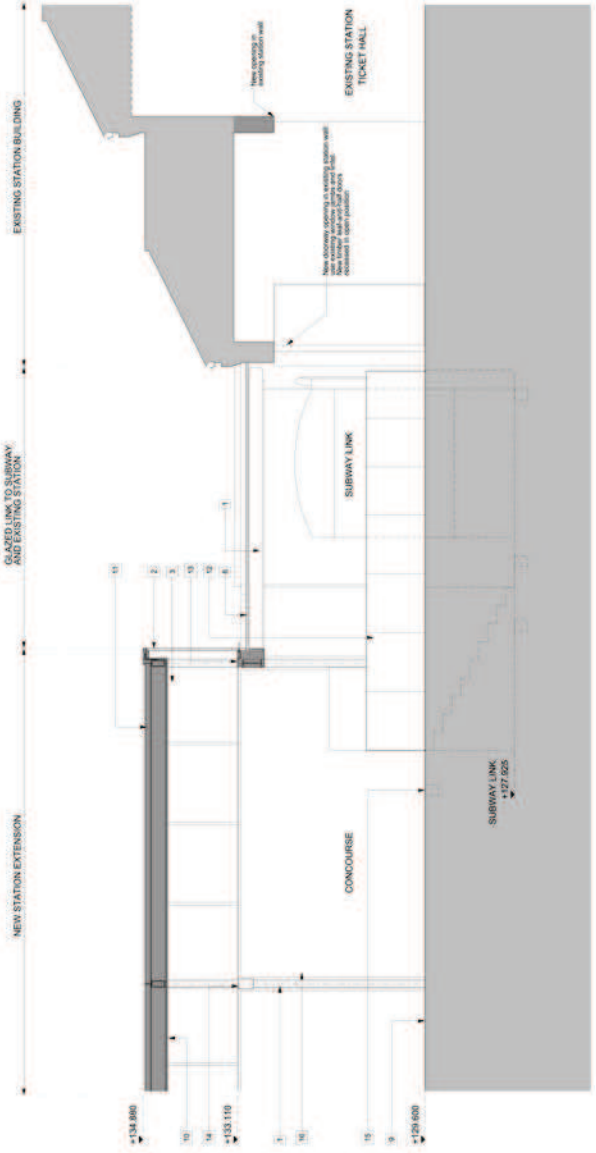
Drawing Title: STANDARD FOOTBRIDGE
 PLAN FOR APPROVAL
 PROPOSED BAY STUDY
 TYPICAL SPAN

Designated	Approved	Date	06/06/12
Design	PROVIMAN	Date	06/06/12
Checked	EMERICHARD	Date	05/06/12
Approved	J.P. DOOMEE	Date	06/06/12
Scale	1:20	File Name	MLN1
Revision Number		Sheet	1 of 1
Drawing Number		Revision	A01

WSN1B-CNS-DRG-NCA-000003



PROPOSED PLAN [PARTIAL]
Refer also to drawing WSN1C-EAR-DRG-BEN-000301



PROPOSED SECTION

- Legend**
- Grey Lines (Not for Approval)
 - Dark Grey Shading (Structures Not For Approval)
 - Dark Grey Shading (New Structures For Approval)
1. External Street Furniture: External Concrete and Mild Steel Composite Columns and Benches
 2. Schuco Glass Curtain Wall System: Iron & white ALU9000-SG windowing around all glass corners. Low E double glazed units. Spigotless Panel Fitted.
 3. Schuco Glass Curtain Wall System: Iron & white ALU9000-SG windowing around all glass corners. Low E double glazed units with fix pattern to high level units. Fixing to ceiling and perimeter fix.
 4. Schuco Glass Curtain Wall System: glazed link ALU9000-SG with 7 contour panels. Silicone joints. Fixing to ceiling and perimeter fix.
 5. Schuco Glass Curtain Wall System: Iron & white ALU9000-SG windowing around all glass corners. Low E double glazed units with fix pattern.
 6. Cleary and LUK Roof Glazing: Clear laminated safety glass. Edging strip with proprietary clips to edge extension.
 7. New Airpout Composite Glazed Perimeter Facade: RAL 7035. Glazed Perimeter Facade.
 8. Lift Enclosure: Large format pre-cast concrete panel. Colour: BC.
 9. Forecourt and Concourse Floor Finish: Clear laminated safety glass. Edging strip with proprietary clips to edge extension. Manufacturer recommendations.
 10. Canopy and New Station Extension Soffit: Powdered Aluminium Insulated Synthetic Resin Panel.
 11. Roof: Longspan ASI1000TDS
 12. Balustrade: Glass balustrade with 50mm dia Stainless Steel handrail.
 13. High Level Chestnut Light: Lightbox Luminaires for Reflector with colour effect option.
 14. Column Mounted Luminaires: Double ended up-down beam unit. Exterior protection rating IP65. Beam type 0517.
 15. In-ground Luminaires: Type 3078. Exterior protection rating IP65.
 16. External Wall: Coated Blackwork external wall with internal render finish.

Rev	Date	Description of Revisions	Drawn	Check	Approved	Subsidiary
R104	13/01/15	ISSUED FOR APPROVAL	TL	DM	DL	
R103	13/01/15	ISSUED FOR APPROVAL	TL	DM	DL	
R102	13/01/15	ISSUED FOR APPROVAL	TL	DM	DL	
R101	13/01/15	ISSUED FOR APPROVAL	TL	DM	DL	



Approval Required for Schedule 7

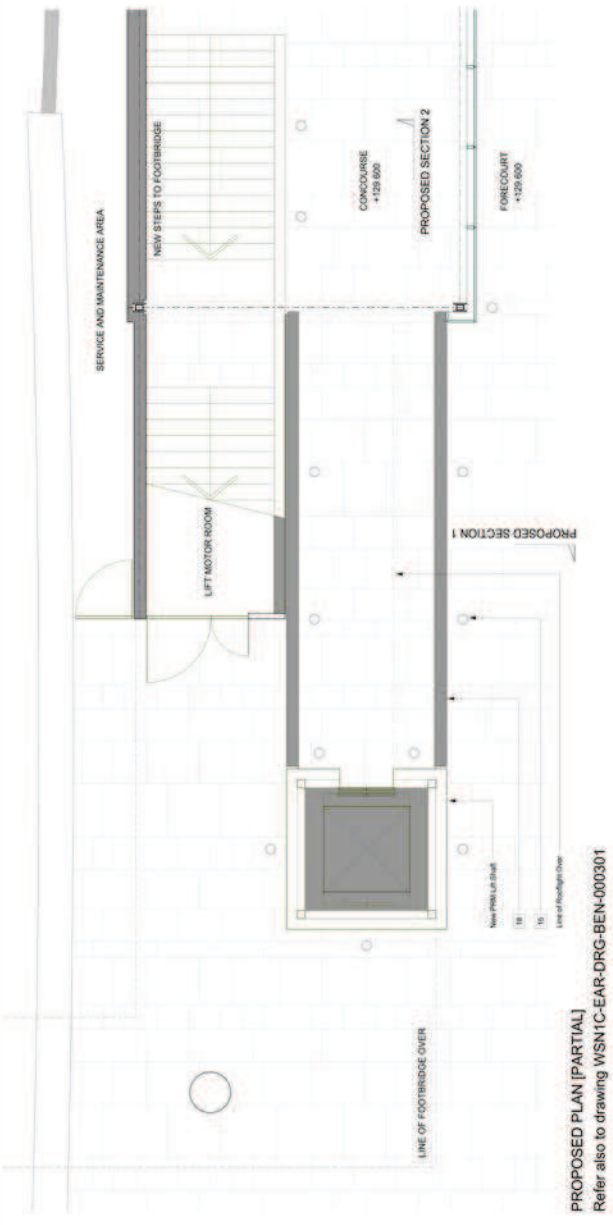
Project: WSN1C
Crossrail West Stations - Bennetts
ENGINEERING - ARCHITECTURE

Drawing No: WEST DRAYTON STATION
PLAN FOR APPROVAL
PROPOSED BAY STUDY
GLAZED LINK

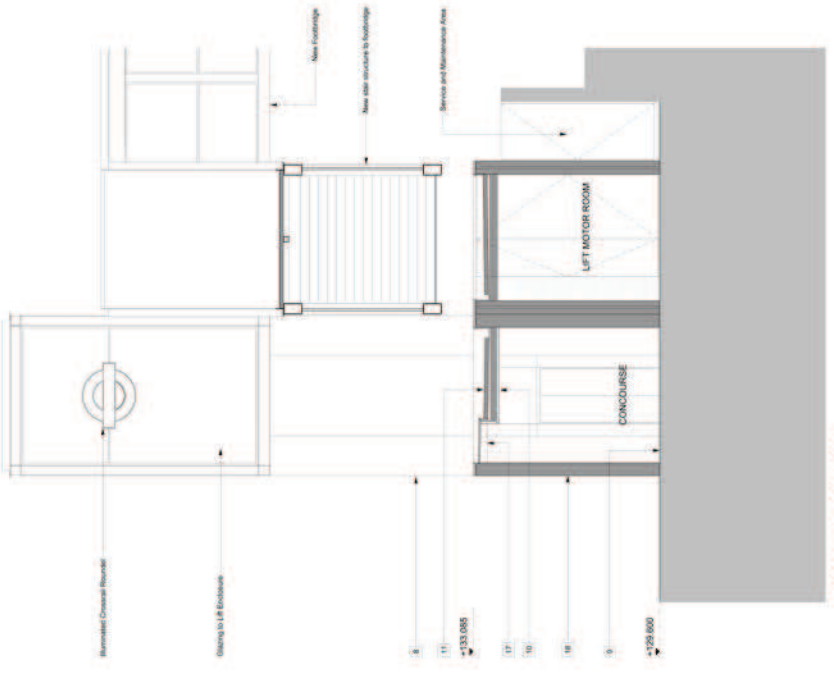
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Design	T. Carter	C. Mitchell	D. Lingo	1:50	13/01/15
Check					13/01/15
Approval					13/01/15
Scale	1:50				

Alternative Reference: CR WSN1C-99999-00-CR001-DDR-A-000309
Drawing Number: WSN1C-EAR-DRG-BEN-000309
Sheet: 1 of 1
Revision: P.04

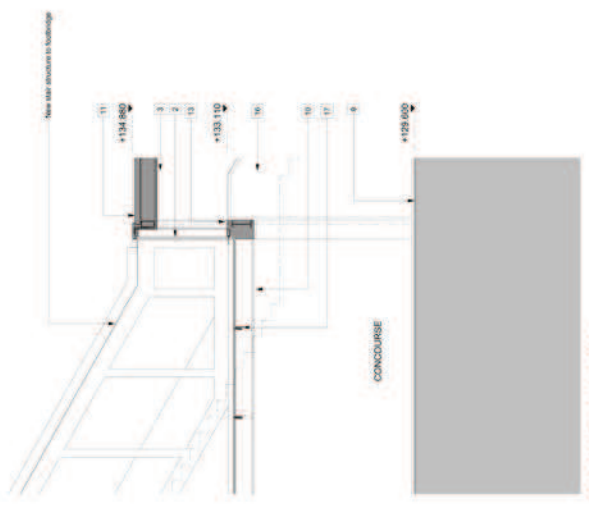




PROPOSED PLAN (PARTIAL)
Refer also to drawing WSN1C-EAR-DRG-BEN-000301



PROPOSED SECTION 1
Refer also to drawings WSN1C-EAR-DRG-BEN-000303 and 000306



PROPOSED SECTION 2

- Legend/Notes**
- Grey Lines (Not for Approval)
 - Grey Shading (Structures Not For Approval)
 - Dark Grey Shading (New Structures For Approval)
- 1 Exposed Steel Frame, Mild Steel Composite Columns and Beams RAL 7016
 - 2 Schuco Glass Curtain Wall System, Tect & Alde, FV200-SG with triple glazing and glass units, Low E double glazed units, Spigots (Alu) Fitted, Low E double glazed units, Spigots (Alu) Fitted.
 - 3 Schuco Glass Curtain Wall System, Tect & Alde, FV200-SG with triple glazing and glass units, Low E double glazed units, Spigots (Alu) Fitted, Low E double glazed units, Spigots (Alu) Fitted.
 - 4 Schuco Glass Curtain Wall System, Tect & Alde, FV200-SG with triple glazing and glass units, Low E double glazed units, Spigots (Alu) Fitted, Low E double glazed units, Spigots (Alu) Fitted.
 - 5 Schuco Glass Curtain Wall System, Tect & Alde, FV200-SG with triple glazing and glass units, Low E double glazed units, Spigots (Alu) Fitted, Low E double glazed units, Spigots (Alu) Fitted.
 - 6 Clancy and Lee Lead Coasting, Clear laminated safety glass, Clear laminated safety glass, Edge glazing with perimeter clip for new windows.
 - 7 New In-situ Concrete, Cast in place, Formwork RAL 7016, Reinforced with 16mm diameter steel reinforcement bars, RAL 7016.
 - 8 L&L Earthcrete, Large format pre-cast concrete panels, Colour: RAL 7016.
 - 9 Forecourt and Concourse Floor Finish: New Aluminium paving with slip resistance according to BS EN 12423.
 - 10 Clancy and Lee Lead Coasting, Clear laminated safety glass, Clear laminated safety glass, Edge glazing with perimeter clip for new windows.
 - 11 Roof, Aruprain NS100017D
 - 12 Balustrade, Glass balustrade with 50mm dia Stainless Steel handrail
 - 13 High Level Directional Light, Spizors Linealux Min, Recessed with colour effect option
 - 14 Double Mounted 1 complete, Double sided up-down beam unit, Exterior protection rating IP65, Beam type 8017
 - 15 In-ground Light, Spizors Linealux Min, Recessed with colour effect option, Exterior Protection Rating IP65
 - 16 External Wall, Coated Blackwork external leaf with internal render finish
 - 17 Rooflight, Clear laminated safety glass with proprietary edge, Clear laminated safety glass with proprietary edge, with combined connection to M20 Steel down beam, RAL 7016
 - 18 Concrete Wall, Large Format Reinforced Stone Casting with Portland Stone colour and metal parapet coping

Approval Required for Schedule 7

No.	Date	Description of Revisions	Drawn	Check	Appr.	Substanty
1						
2						
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Project
WSN1C
Crossrail West Stations - Bennetts
ENGINEERING - ARCHITECTURE

Drawing No.
WEST DRAYTON STATION
PLAN FOR APPROVAL
PROPOSED BAY STUDY
CONCOURSE LIFT LINK

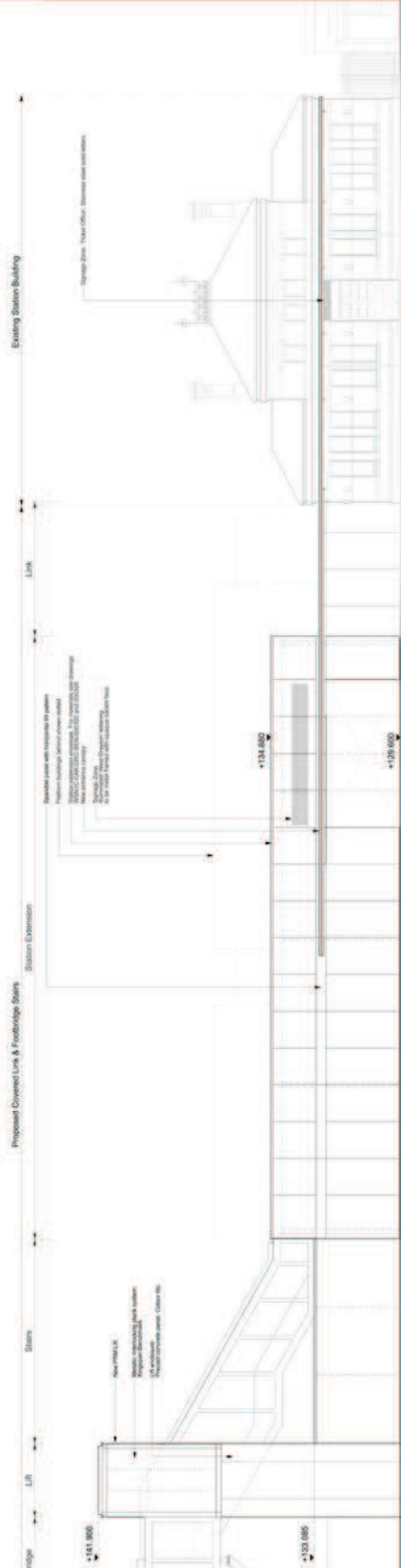
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Drawn	T. Carter	13/01/15
Checked	C. MacCall	13/01/15
Approved	D. Loring	13/01/15
Scale	1:50	

Alternative Reference: CR WSN1C-99999-00-CR001-DRR-A-000310
Drawing Number: 1 of 1
Sheet: P.04

Legend/Notes
 - Grey Lines (Not for Approval)
 - Grey Shading (Structures Not For Approval)
 - Dark Grey Shading (New Structures For Approval)



PROPOSED SOUTH ELEVATION



PROPOSED NORTH ELEVATION

Approval Required for Schedule 7

Item	Date	Description of Revisions	Drawn	CHK'd	App'd
P.04	13/01/19	ISSUED FOR APPROVAL	DM	TC	DL
P.05	28/01/19	ISSUED FOR APPROVAL	DM	TC	DL
P.06	17/01/19	ISSUED FOR APPROVAL	DM	TC	DL
P.07	19/01/19	ISSUED FOR APPROVAL	DM	TC	DL
P.08	19/01/19	ISSUED FOR APPROVAL	DM	TC	DL



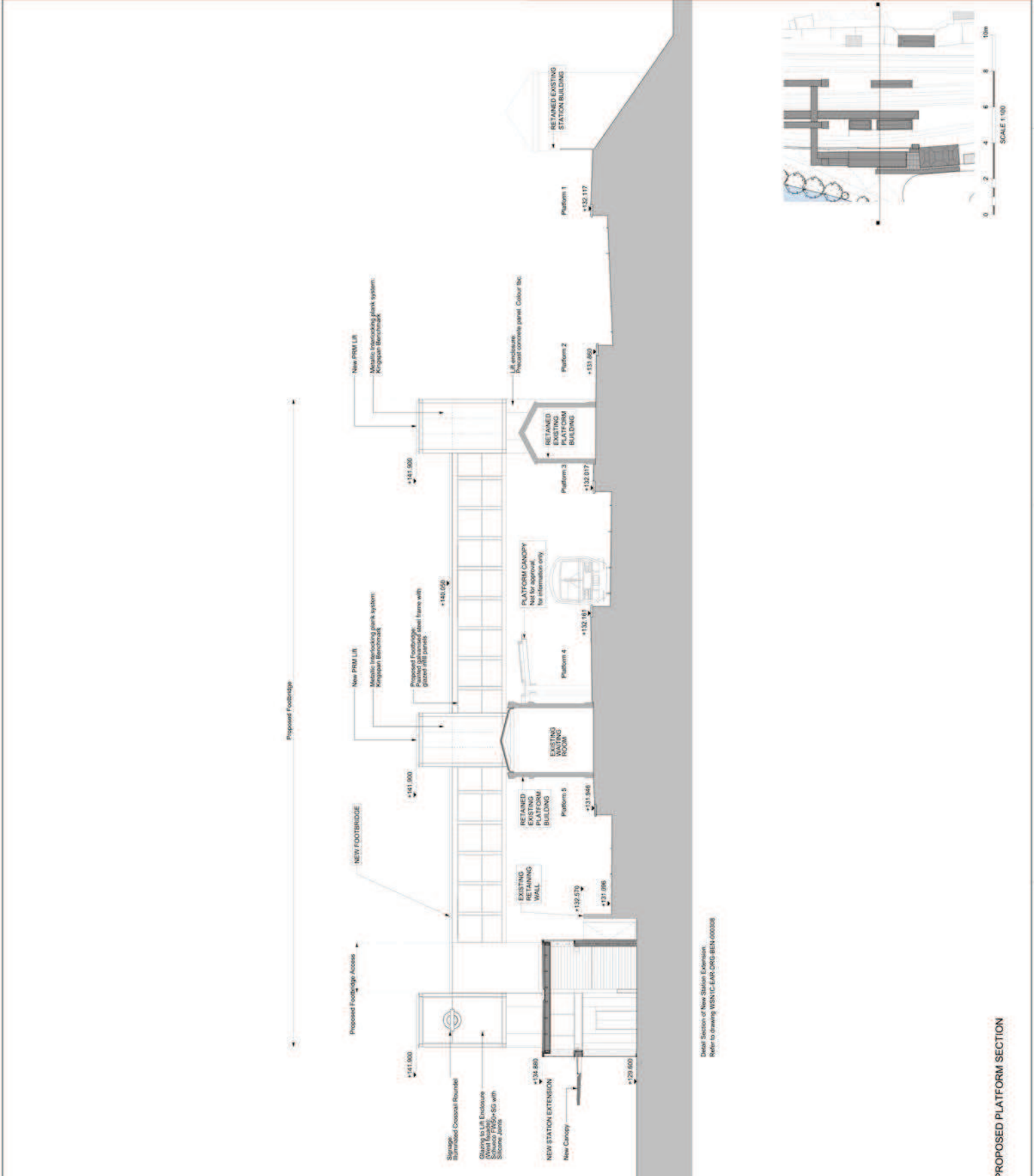
Project: WSN1C
 Crossrail West Stations - Bennetts
 ENGINEERING - ARCHITECTURE

Drawing Title: WEST DRAYTON STATION
 PLAN FOR APPROVAL
 BUILDING ELEVATIONS
 NORTH AND SOUTH

Designated	Checked	Date	Checked	Date
Drawn	C. MacCall	13/01/19	Checked	13/01/19
Approved	T. Carter	13/01/19	Checked	13/01/19
Scale	D. Long	13/01/19	Checked	13/01/19

Scale: 1:100
 Drawing Number: CR_WSN1C-99699-00-CR001-DDR-A-000305
 Sheet: 1 of 1
 WSN1C-EAR-DRG-BEN-000305 P.04

- Grey Lines (Not for Approval)
- Grey Shading (Structures Not for Approval)
- Dark Grey Shading (New Structures For Approval)



Approval Required for Schedule 7

Item	Date	Description of Revisions	Drawn	Check	Appr	Subs
1	12/01/15	ISSUED FOR APPROVAL	TC	DM	DL	
2	08/01/15	ISSUED FOR APPROVAL	TC	DM	DL	
3	07/01/15	ISSUED FOR APPROVAL	TC	DM	DL	
4	06/01/15	ISSUED FOR APPROVAL	TC	DM	DL	
5	05/01/15	ISSUED FOR APPROVAL	TC	DM	DL	

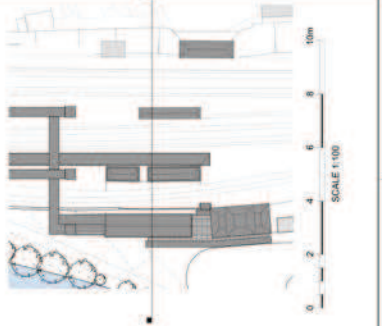


Project: WSN1C
 Crossrail West Stations - Bennetts
 ENGINEERING - ARCHITECTURE

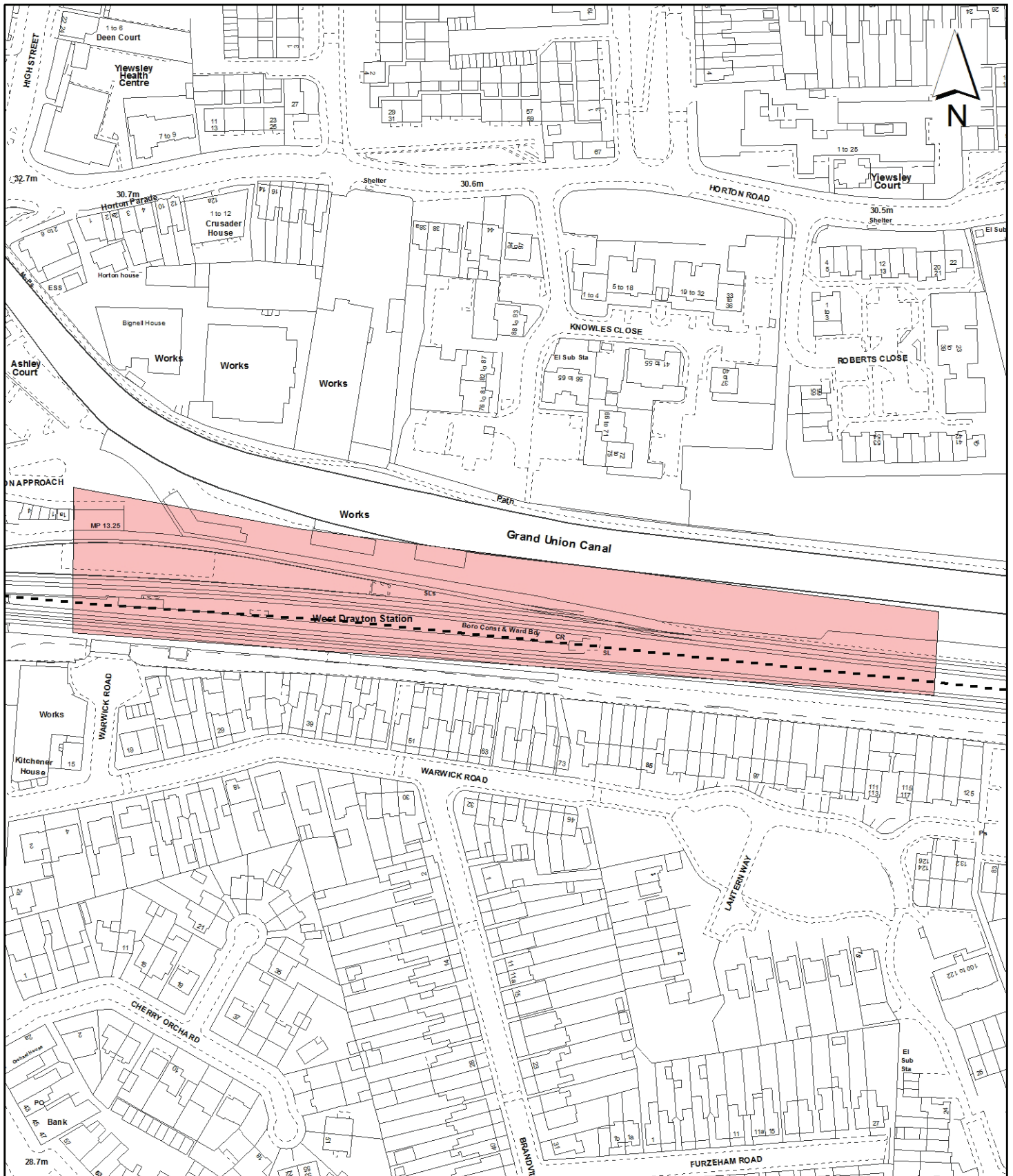
Drawing No: WEST DRAYTON STATION
 PLAN FOR APPROVAL
 BUILDING SECTION
 NORTH SOUTH PLATFORM

Designed	Checked	Drawn	Date
TC	TC	TC	13/01/15
DM	DM	DM	13/01/15
DL	DL	DL	13/01/15


Scale: 1:100
 Drawing Number: CR_WSN1C-99899-00-CR001-DRG-A-000306
 Sheet: 1 of 1
 WSN1C-EAR-DRG-BEN-000306 P.04



Detail Section of New Station Extension.
 Refer to Drawing WSN1C-EAR-DRG-BEN-000306



Notes

 Site boundary

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Site Address

**West Drayton Station
 Station Road
 Yiewsley**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:
31592/APP/2015/186

Scale
1:2,000

Planning Committee
Major Page 347

Date
March 2015



HILLINGDON
 LONDON

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