



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 14 MARCH 2017

Time: 6.00 PM

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

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

To Councillors on the Committee

Councillor Edward Lavery (Chairman)

Councillor Ian Edwards (Vice-Chairman)

Councillor Peter Curling

Councillor Janet Duncan

Councillor Henry Higgins

Councillor John Morgan

Councillor John Oswell

Councillor Brian Stead

Councillor David Yarrow

Published: Monday, 6 March 2017

Contact: Neil Fraser

Tel: 01895 250692

Email: Nfraser@hillington.gov.uk

This Agenda is available online at:

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

Putting our residents first

Lloyd White

Head of Democratic Services

London Borough of Hillingdon,

3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW

www.hillingdon.gov.uk

Useful information for residents and visitors

Watching & recording this meeting

You can watch the public (Part 1) part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as long as it does not disrupt proceedings.

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

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



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

When present in the room, silent mode should be enabled for all mobile devices.

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short way away. Limited parking is available at the Civic Centre. For details on availability and how to book parking space, please contact Democratic Service. Please enter from the Council's main reception where you will be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm EXIT and assemble on the Civic Centre forecourt. Fire Marshal or Security Officer. In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



A useful guide for those attending Planning Committee meetings

Security and Safety information

Fire Alarm - If there is a FIRE in the building the fire alarm will sound continuously. If there is a SECURITY INCIDENT follow the instructions issued via the tannoy, a Fire Marshall or a Security Officer.

Mobile telephones - Please switch off any mobile telephones before the meeting.

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 4
- 4 Matters that have been notified in advance or urgent
- 5 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
6	36-40 Rickmansworth Road, Northwood - 69978/APP/2016/2564	Northwood	Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works) Recommendation: Approval + Sec 106	5 - 50 150 - 169
7	Former Royal British Legion, Station Road - 11332/APP/2016/1595	West Drayton	Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. Recommendation: Approval + Sec 106	51 - 86 170 - 190

8	Fanuc House - 26134/APP/2016/1987	West Ruislip	Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received. Recommendation: Approval	87 - 148 191 - 226
---	--------------------------------------	-----------------	--	-----------------------

PART I - Plans for Major Applications Planning Committee 149-226

This page is intentionally left blank

Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

22 February 2017

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Janet Duncan, Henry Higgins, John Morgan, John Oswell, David Yarrow and Roy Chamdal (In place of Brian Stead)</p> <p>LBH Officers Present: James Rodger - Head of Planning & Enforcement, Neil McCLEllen - Major Applications Team Leader, Syed Shah - Principal Highway Engineer, Roisin Hogan - Planning Lawyer, and Neil Fraser - Democratic Services Officer</p>
130.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Stead, with Councillor Chamdal in attendance as his substitute.</p>
131.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Morgan declared a non-pecuniary interest in respect of Item 6, Northwood Scout Group, in that the Group was awarded money through the Ward Budget. Councillor Morgan confirmed that he would remain in the meeting, and would take part in the discussion and vote on the item.</p>
132.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>Members highlighted that Minute 120, apologies for absence, required amendment to correctly list Councillors' political parties.</p> <p>RESOLVED: That the minutes of the meeting held on 1 February 2017 be approved, subject to the above amendment.</p>
133.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
134.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>

135.	<p>NORTHWOOD SCOUT GROUP, 87 NORTHWOOD WAY - 21177/APP/2016/4383 (Agenda Item 6)</p> <p>Replacement Scout Hut with provision of disabled access and extension of site curtilage.</p> <p>Officers introduced the report and highlighted the addendum, confirming that the site was established at the outbreak of WW1, with the Scout Group using the site for over 40 years. The existing single storey hut had reached the end of its useful life and the group were seeking planning permission to replace it with a new building of similar height and length but slightly wider, with improved facilities and a DDA compliant access.</p> <p>The site was adjacent to the Hog's Back open space, a nature conservation area owned by the Council. Hillingdon had agreed to lease a 7 metre wide strip of the open space to the scouts to be incorporated into their site in order to provide them with additional space for outdoor activities. Apart from the relocation of the boundary fence no building work was proposed on this strip of leased land. A condition was recommended requiring the planting of a hedge along the boundary with the open space, to improve the appearance of the boundary which was currently a dilapidated and unattractive looking palisade fence.</p> <p>As the application involved Council land it was being reported to the Major Applications Committee for determination. Officers felt that the proposal would provide an inclusive, improved community facility and a more attractive development, and it was recommended that the application be approved.</p> <p>Members requested confirmation that no hazardous materials had been found on site. Officers confirmed that no asbestos notice had been raised, and that no additional informative was required.</p> <p>Members also questioned the hours of use, highlighting that if use of the site was prohibited after 10pm, then the Scouts and Brownie groups would not be able to use the site for their sleep-over nights. Officers confirmed that Condition 6, detailing the hours of use, could be amended following consultation with the Scouts, to ensure that this would not have a detrimental impact on the groups.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. That the application be approved; 2. That delegated authority be given to the Head of Planning to consult with Northwood Scout Group to amend Condition 6, Operating Hours.
136.	<p>FORMER TRIMITE SITE, ARUNDLE ROAD, UXBRIDGE - 9117/APP/2016/278 (Agenda Item 7)</p> <p>Proposed redevelopment of the site for three industrial/warehouse units with ancillary offices (Use Classes B1c/B2/B8) and a total floorspace of 16,178sq.m (GEA) including a new access off Ashley Road, a minor realignment of the highway, service yards, car parking and landscaping.</p> <p>Officers introduced the report, confirming that the application was originally presented at the Planning Committee meeting held on 3 August 2016, at which the Committee approved the application subject to a Legal agreement. Since then, it had come to light</p>

that a small parcel of land adjacent to the site and required for the necessary highway improvement work was registered to a different owner, J Stoddart, a company that no longer exists having been wound up in 1980. In order to regularise the matter, the appropriate notices were given and the application was re-consulted on.

Responses from three neighbouring occupiers had been received, with the officer's response set out in the accompanying report. Members were informed that the proposed scheme had not changed since the Committee resolved to approve the proposal at the meeting in August 2016. Officers confirmed that they were satisfied that policy had not changed that would lead them to reach a different conclusion, and therefore the application was recommended for approval, subject to the changes as set out in the addendum.

Councillor J Cooper addressed the Committee on behalf of the residents of Cowley Mill Road. Councillor Cooper confirmed that she had no objection to the application itself, which was an improvement on the current situation. It was expected that the proposed highways works should go some way to ameliorating the traffic problems identified in the report.

However, Councillor Cooper was concerned that residents of 77-80 Cowley Mill Road would be disproportionately affected by the proposed double yellow lines referenced within the report. Access to public transport at the location was poor and the (many elderly) residents were therefore dependent on their cars, as were their visitors, especially those who were elderly, frail or disabled.

Councillor Cooper went on to suggest that the proposed double yellow lines would cause significant stress and anxiety for the residents, impacting on their quiet enjoyment of their property and would adversely affect the value of their property, should they decide the development impacts so much on their lives that they need to move. However, in such an instance, they may not be in a position to afford to move because of the reduction in property value.

Whilst it was understood that the Planning Committee could not take property values into account, the junction in its current state was highly unsatisfactory. Large vehicles had regularly been observed mounting the kerb to navigate through the junction, a problem that would not be resolved by the addition of double yellow lines. Instead, it was suggested that a one-way system be introduced.

Councillor Cooper concluded by requesting that the Committee look at the circumstances of the residents and how their lives will be adversely affected if double yellow lines are implemented.

Members discussed the parking issues, with Councillor Cooper confirming that some residents did have limited off-street parking. Members were mindful of the traffic issues raised within the report, and it was highlighted that all such proposals approved at Committee were approved subject to evidence that the traffic can be made to work. It was confirmed that the yellow lines referenced did not form part of the planning proposal being determined by the committee at the meeting, and that if the proposal was subsequently approved, any resolution to the traffic and parking issues would be the domain of the Cabinet Member for Planning, Transportation & Recycling, in conjunction with highways officers, via a public consultation and resultant traffic order. With this in mind, the officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

	RESOLVED: That the application be approved.
	The meeting, which commenced at 6.00 pm, closed at 6.16 pm.

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

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

Report of the Head of Planning, Sport and Green Spaces

- Address** 36-40 RICKMANSWORTH ROAD NORTHWOOD
- Development:** Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)
- LBH Ref Nos:** 69978/APP/2016/2564
- Drawing Nos:**
- 170-PL-304-03: Proposed Street Scene (1:200)
 - 170-PL-400-02: Proposed Site Section (1:200)
 - 170-PL-010-00: Site Location Plan (1:1250)
 - 170-PL-011-00: Existing Site Plan (1:200)
 - 170-PL-040-01: Existing Site Sections (1:200)
 - 170-PL-050-00: Demolition Plan (1:200)
 - 170-PL-302-03: Proposed North East Elevation (1:200)
 - 170-PL-301-03: Proposed North West Elevation (1:200)
 - 170-PL-303-03: Proposed South East Elevation (1:200)
 - 170-PL-300-03: Proposed South West Elevation (1:200)
 - 170-PL-100-02: Proposed Site Plan (1:200)
 - 170-PL-200-02: Proposed Ground Floor Plan (1:200)
 - 170-PL-201-01: Proposed First Floor Plan (1:200)
 - 170-PL-202-02: Proposed Second Floor Plan (1:200)
 - 170-PL-203-02: Proposed Third Floor Plan (1:200)
 - 170-PL-204-02: Proposed Roof Plan (1:200)
 - 160824/800/01 Rev E (Road Markings)
 - 160824/SK/04 Rev F (Vehicle Tracking)

Date Plans Received: 01/07/2016 **Date(s) of Amendment(s):** 01/07/2016
Date Application Valid: 06/07/2016

DEFERRED ON 4th October 2016 FOR FURTHER INFORMATION .

This application was deferred at the request of Members on the 4th October 2016 Major Applications Planning Committee to allow the applicant the opportunity to submit the following information:

- (i) A revised junction design for the entrance to the site.
- (ii) A highways safety audit of the revised scheme.

The Committee confirmed that it was uneasy with the traffic plan and would like to see a more detailed design to ensure road safety was no longer an issue. It was proposed that the application be deferred until the applicant provided a more detailed traffic plan and a road safety audit. This proposal was seconded, and upon being put to a vote, was unanimously agreed.

Subsequently, in the interests of expediency, the Council's own Highway Engineers reviewed the existing design, traffic and speed data provided by the applicant's highway consultant and produced alternative designs for the new access to the site along with pedestrian crossing facilities. A revised internal layout was produced that allowed better access and egress for refuse lorries.

A series of iterations were produced between the Highway Engineers and the applicant's consultant that resulted in a revised highway layout. The Council's Highway Engineers consider this plan to provide an improved junction layout in terms of road safety along with improved pedestrian crossing facilities compared with the scheme that formed part of the original application. Also, a Stage 1 Road Safety Audit was carried out on the revised scheme.

It should be noted that re-consultation on the revised highway layout commenced on the 21st February 2017. This consultation will end on the 7th March 2017. At the time of writing this report, 13 objections have been received. These do not raise any additional concerns to those expressed in previous comments summarised in section 6.1 of this report.

Overall, the latest proposal including extensive highway modifications is considered to resolve the concerns raised by Members at the Planning Committee on the 4th October 2017 and is therefore recommended for approval.

1. SUMMARY

Planning permission is sought for demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The principle of a flatted development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development

as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing Affordable Housing Contribution, Highway Works, and contributions towards Construction Training and a Project Management & Monitoring Fee.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.

ii) Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon schemes). Reviews during the construction process can't be agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.

iii) S278/S38 agreement to secure the proposed highway works and associated modifications to Richmansworth Road and Greenheys Close. These should reflect drawing Nos. 160824/800/01 Rev E (Road Markings) and 160824/SK/04 Rev F (Vehicle Tracking).

iv) No pedestrian or vehicular access is permitted from Greenheys Close. Any existing access shall be removed in agreement with part iii of this schedule.

Monetary contributions:

iv) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

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

B) That in respect of the application for planning permission, the applicant meets

the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 14th September (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

- 170-PL-010-00: Site Location Plan (1:1250)
- 170-PL-011-00: Existing Site Plan (1:200)
- 170-PL-040-01: Existing Site Sections (1:200)
- 170-PL-050-00: Demolition Plan (1:200)
- 170-PL-100-02: Proposed Site Plan (1:200)
- 170-PL-200-02: Proposed Ground Floor Plan (1:200)
- 170-PL-201-01: Proposed First Floor Plan (1:200)
- 170-PL-202-02: Proposed Second Floor Plan (1:200)
- 170-PL-203-02: Proposed Third Floor Plan (1:200)
- 170-PL-204-02: Proposed Roof Plan (1:200)

170-PL-300-03: Proposed South West Elevation (1:200)
170-PL-301-03: Proposed North West Elevation (1:200)
170-PL-302-03: Proposed North East Elevation (1:200)
170-PL-303-03: Proposed South East Elevation (1:200)
170-PL-304-03: Proposed Street Scene (1:200)
170-PL-400-02: Proposed Site Section (1:200)

REASON

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

3 COM5 General compliance with supporting documentation

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

- Arboricultural & Planning Integration Report (GHA Trees)
- Tree Protection Plan (GHA Trees)
- Noise Impact Assessment (NSL)
- Transport Statement & Appendices (Dermot McCaffery)
- Supplemental Letter to Transport Statement [06.06.16] (Dermot McCaffery)
- Surface Water & SuDs Drainage Statement (EAS)
- Energy Statement (Bluesky Unlimited)
- Viability Report & Toolkit (Turner Morum LLP)

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

REASON

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

4 OM19 Demolition and Construction Management Plan

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

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

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

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

6 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, particularly in reference to the protected pine (T9 (T1, TPO No. 648).
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.

3. Details of continued on site monitoring and supervision of tree protection measures by an arboricultural consultant.

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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7 RES9 Landscaping (including treatment for defensible space)

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 All ornamental and ecological planting (at not less than a scale of 1:100),
 - 1.b Replacement tree planting to compensate for the loss of existing trees,
 - 1.c Written specification of planting and cultivation works to be undertaken,
 - 1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.
 - 2.b Hard Surfacing Materials
 - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

8 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 COM15 Sustainable Water Management

Prior to commencement of development, 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 follow the strategy set out in 'Surface Water Drainage Strategy', produced by EAS dated June 2016 Revision Final 2.

a) by maintaining existing ground levels through the undercroft entrance to parking, so that the overland flow route is maintained in perpetuity.

b) reduce run off from the site to the greenfield run off rates specified.

c) provide storage through a green roof and permeable paving. In addition the scheme shall provide details on the following how it, Manages Water and demonstrate ways of controlling the water on site by providing information on:

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

ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iii incorporate water saving measures and equipment.

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

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

vi From commencement on site how temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

vii The Management and maintenance plan should be updated to incorporate any ground water mitigation that may need to 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 there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

10 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.

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: 2 Saved UDP Policies (November 2012); policy 7.21 of the London Plan (2016); and National Planning Policy Framework (2012).

11 NONSC Cycle Storage

The development shall not be occupied until 39 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

12 RES16 Car Parking

The development shall not be occupied until 29 car parking spaces, including 4 disabled bays, 2 motorcycle bay, 6 electric charging bays with a further 6 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

13 RES18 Accessible Homes/Wheelchair Units

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

14 NONSC Outdoor Amenity Areas

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

15 NONSC Details of Finish

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing and tinted glazing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

16 NONSC Noise mitigation for future occupiers

Prior to commencement of development, a scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of sound insulation, ventilation and other measures to the satisfaction of the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road and air traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016)

17 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 (2016).

18 COM31 Secured 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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

19 NONSC Details of the PV

Prior to damp proof course (DPC) level of the development being reached, details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To secure carbon reduction and to safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 5.2, 7.4, and 7.6 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

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
OE9	Limitation of development in areas with a potential for sewerage flooding
R1	Development proposals in or near areas deficient in recreational open space
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
BE5	New development within areas of special local character
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments

EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
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 2.5	(2015) London's Sub-Regions
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.15	(2015) Co-Ordination of Housing Development and Investment
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity

LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 6.1	(2015) Strategic Approach
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3 159 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, then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old

Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 I1 Building to Approved Drawing

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

5 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 I2 Encroachment

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

7 I21 Street Naming and Numbering

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

8 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services,

underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 I45 Discharge of Conditions

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

10 I48 Refuse/Storage Areas

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

11

The Council's Waste Service should be consulted about refuse storage and collection arrangements. 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).

12

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

13

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

14

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).

15

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site. (Condition No. 10)

16

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 in the conditions, 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).

17 I62 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'.

18 IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on land comprising three detached, two-storey dwellings Nos. 36, 38 and 40 Rickmansworth Road and has a total area of 3,466sqm.

The site has a southern boundary of approximately 66m to Rickmansworth Road and a frontage of approximately 64m to Greenheys Close to the north. It has a depth of 38m and 75m along the eastern and western boundaries respectively.

The site generally falls from north to south and west to east, with a fall of approximately 5.5m from the north-west corner to the south-east corner of the site. Vehicular access to Nos.36, 38 and 40 is from a single crossover off Rickmansworth Road. No.38 has a secondary access off Greenheys Close to the northern end of the site.

There are a number of trees on the site, with substantial planting along the Rickmansworth Road frontage. The trees include a Pine (T1) in the garden of No. 36, and a Beech (T3) in

the garden of No. 38, both of which are protected by Tree Preservation Order No.648. The site is also situated within an Area of Special Local Character.

The setting of the site comprises a mixture of flats, maisonettes and detached houses. Immediately to the west (neighbouring land) is a 5 storey block of flats located on the north side of Rickmansworth Road off Murray Road. Detached dwellings adjoin the site to the east at No. 34 Rickmansworth Road. To the north of the site is a cul-de-sac known as Greenheys Close, which serves two storey detached and semi-detached dwellings. Flatted blocks stand west of the site on the corner of Murray Road and Rickmansworth Road, known as Southill.

Further east of the site, at No. 32 Rickmansworth Road there is a block of 7 flats known as Queens Silver Court. On the southern side of Rickmansworth Road, opposite the site, there are a group of four, terraced dwellings known as Ivy Walk, a block of 3 flats known as Sandpit Hill and otherwise largely detached dwellings.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There are bends in the road in the vicinity of the site which restrict visibility.

The site has a PTAL score of 1 and is situated within a developed area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposal consists of demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The design envisages utilising the existing slope on the site to create underground parking to the rear that would be at the same height as ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear. The roof of the car park to the rear of the building will be used to create a podium level garden. A single access point is proposed with 29 parking spaces serving the 24 units.

Bin and cycle storage is proposed within the ground floor of the building. Pedestrian access is shown via the front and rear of the building with two internal stairwells and lift provision.

3.3 Relevant Planning History

56595/APP/2007/3796 Land At 36-38 Rickmansworth Road Northwood

ERECTION OF 2 THREE STOREY BUILDINGS (INCLUDING ROOFSPACE ACCOMMODATION) LINKED BY GLAZED DOORS/PANELS COMPRISING 6 TWO-BEDROOM FLATS WITH PARKING AND AMENITY SPACE (INVOLVING DEMOLITION OF 2 EXISTING PROPERTIES) (OUTLINE APPLICATION).

Decision: 27-02-2008 Refused **Appeal:** 28-10-2008 Dismissed

69978/APP/2016/1280 36-40 Rickmansworth Road Northwood

Erection of 3 storey detached building with accommodation at roof level to provide 29 residential flats (14 x 1 bed & 15 x 2 bed units) with associated amenity space, landscaping, and car parking, following demolition of 3 detached dwellings.

Decision: 02-06-2016 Withdrawn

69978/PRC/2014/20 36-40 Rickmansworth Road Northwood
Erection of 31 apartments

Decision: 02-04-2015 NO

Comment on Relevant Planning History

The planning history of the site in relation to the construction of flats is limited to Nos. 36 and 38 Rickmansworth Road, with the current planning application being the first to include No.40 in a wider scheme.

In 2002, planning permission for schemes comprising 14 two-bedroom flats were refused by the Council (refs. 56595/APP/2002/732 and 56595/APP/2002/1363), and subsequent appeals dismissed by the Planning Inspectorate. The Inspector concluded that the proposed buildings would appear over-dominant, incongruous and visually intrusive when viewed from Greenheys Close and that the traffic generated by each development would result in an unacceptable loss of amenity to the occupiers of properties in Greenheys Close.

Another planning application was submitted in 2003 (ref. 56595/APP/2002/2863) for the erection of 5 x five-bedroom two storey dwellings with access to 4 of the dwellings off Greenheys Close (involving demolition of existing houses). This outline application was also refused.

Subsequently a revised planning application was lodged in 2003 (ref. 56595/APP/2003/2820) in an attempt to address the concerns previously raised by the inspector. It sought planning permission for 11 units, with access to the property from Greenheys Close. The Council held the view that whilst the applicant had made some amendments to the design and reduced the number of units by 3, the changes were not considered to have satisfactorily addressed the previous reasons for refusal. The application was refused by the Council as it was considered that the proposed use of Greenheys Close for vehicular access would result in unreasonable noise and disturbance to the occupiers of residential properties. It was also determined that the siting, scale and bulk of the proposed building, would be overly dominant, intrusive and failed to harmonise with the character of the existing street scene.

This application was appealed (Appeal Ref: APP/R5510/A/03/1121602) and the Inspector noted that the density, siting, height, bulk, scale and appearance of the proposal were acceptable. Additionally, the Inspector concluded that the impact of the scheme on the character and appearance of the locality and street scene would not be harmful. However, the Inspector concluded that there would be harm caused to the living conditions of residents of Greenheys Close as a result of traffic arriving and leaving the site via Greenheys Close.

In 2007, a planning application (ref. 56595/APP/2007/2236) on the site of Nos. 36 and 38 Rickmansworth Road was received. The applicant appealed against non-determination, but later withdrew their appeal and the application.

Later in 2007, a planning application (ref. 56595/APP/2007/3796) for a scheme on the site of Nos. 36 and 38 Rickmansworth Road was received that sought the erection of two, three storey buildings to create 6 two bedroom flats with parking and amenity, including demolition of existing buildings. This application was refused by the Council on highway safety grounds and failure to submit a S106 agreement to provide various mitigation measures required to make the development acceptable in planning terms. The applicant appealed against this decision and although the appeal was dismissed, the Inspector determined that the only reason for refusal was on highway safety grounds. The reason for refusal stated the following:

'The proposed development would intensify traffic movements on a section of Rickmansworth Road with inadequate visibility for vehicles entering and exiting the application site. The development would, therefore, be prejudicial to the conditions of general highway safety contrary to the aims of policies Pt1.39, AM1, AM2, and AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'

The current application relates to a larger site as it also incorporates No. 40 Rickmansworth Road. The proposal seeks to address this previous reason for refusal through changes to the access which has been discussed in further detail below within the main body of the report.

4. Planning Policies and Standards

Please see relevant planning policies below.

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.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

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
OE9	Limitation of development in areas with a potential for sewerage flooding
R1	Development proposals in or near areas deficient in recreational open space
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
BE5	New development within areas of special local character
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats

EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
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 2.5	(2015) London's Sub-Regions
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.15	(2015) Co-Ordination of Housing Development and Investment
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening

LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 6.1	(2015) Strategic Approach
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local

	area
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th August 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

43 neighbour consultee letters were sent 13th July 2016, site notices erected 15th July 2016, and an advert published 27th July 2016. The neighbour consultation period expired 17th August 2016. Thus far, 2 petitions (with 28 signatures and 39 signatures) and 24 individual responses have been received which raised the following summarised concerns:

- Overdevelopment and the density of units is too high
- Out of scale and proportion with the context of the street
- Excessive in height and overdominant
- Detrimental to the character and appearance of the area
- Overdominant, incongruous and visually intrusive in the Greenheys Close streetscene
- Material finish out of keeping with the character of the area
- Overlooking of properties on Greenheys Close
- Noise and disturbance from use of car parking area on Greenheys Close
- Light pollution to local residents
- Loss of light to neighbouring properties
- No access (temporary or otherwise) should be gained from Greenheys Close
- Dust and impact on air quality of the area
- Loss of green amenity
- Lack of outdoor amenity space
- Limited neighbour consultation
- Highway safety concerns with regards to the access to the site and proliferation of traffic issues as a result.
- Warning sign for concealed entrance should be provided
- Insufficient car parking will lead to parking stress
- Speed reduction measures and parking restrictions should be introduced on surrounding roads
- Sewer and wider infrastructure cannot accommodate the additional demands

Officer's response: Please see the main body of the report below for consideration of the concerns raised.

NORTHWOOD RESIDENTS ASSOCIATION

Comments: The volume of vehicular ingress and egress to and from the development would cause dangerous movement into fast-flowing traffic on Rickmansworth Road. The lack of affordable housing on the development does not conform to local requirements.

DESIGNING OUT CRIME OFFICER

Comments: No objection, subject to condition to require the development to achieve Secured by Design.

Officer's response: Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

No comment

NATIONAL AIR TRAFFIC SERVICES

No comment

TRANSPORT FOR LONDON

Comments: The car parking quantum is higher than we would have hoped for, but is nevertheless acceptable. TfL would request that a condition be secured which states that only the 3-bed units will have access to 2 or more car parking spaces; and the 1-bed and 2-bed units shall not have access to more than 2 car parking spaces.

TfL also request that a car park management plan be secured by condition.

THAMES WATER

Comments: No comment

Internal Consultees

ACCESS OFFICER

Comments (summary): No objection, subject to condition to secure 10% M4(3) and all remaining units M4(2), as set out in Approved Document M to the Building Regulations 2015.

CONSERVATION AND URBAN DESIGN OFFICER

Comments: The site is a well screened from the road and the three houses were set so well back that they made little impact on the street scene. This proposal would involve their replacement with three blocks, designed as houses with separate entrances, each linked to the next with a glazed section.

Previous suggestions for an Arts and Crafts type design have been heeded. It is recommended that the roof tiles are red/brown to accord with local building materials, the Georgian porches are simplified so that they harmonise better with the vernacular style of the elevations and the glazed sections are tinted to reduce their impact, protect the site from overspill light and protect privacy.

ENVIRONMENTAL PROTECTION UNIT

- Contamination

Comments (summary): In the past, part of the site has been used as a plant nursery. Although this is a low risk, there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. This assumption is based on the historic maps available. No issues have been found with these pits and we did look at the site under our contaminated land strategy in 2006. Although, this is a low risk I would advise that a contaminated land investigation is necessary to confirm the quality of the ground. I would advise that the standard condition be imposed which also covers imports, which may not be necessary if the site soil is clean and uncontaminated.

- NOISE

Comments (summary): No objection, subject to condition to obtain a noise protection scheme for protecting the proposed development from road/air traffic. Please also attach informative 20 in relation to control of environmental nuisance from construction work.

HIGHWAYS

Comments: The application is for the redevelopment of 3 existing dwellings on Rickmansworth Road Northwood, a classified road (A404) on the Council's road network to provide a block of 25 flats. The site is located on a gradual bend and a previous residential development was refused by an Inspector at appeal on the basis of the poor access sight lines. Pre-app guidance was provided to the applicant for a development of 31 flats regarding future speed surveys to support a 70m sight distance, a right turn lane into the site along with parking ratios and servicing requirements as part of the advice.

The site is currently three detached dwellings with an access point on Rickmansworth Road and a PTAL value of 2 (poor) so it is likely that the site will have a strong reliance on private cars for trips.

There are no parking restrictions on this part of Rickmansworth Road at this time but with the current arrangements the existing detached dwellings have adequate off-street parking and there is no evidence of overspill parking.

The current proposal is for 24 (13 x 1 bed, 8 x 2 bed, & 3 x 3 bed) flats provided on the site. 29 car parking spaces, 39 cycle parking spaces, and 2 motorcycle bays will also form part of the proposal.

The application included a Transport Statement from Dermott McCaffery (DM) dated February 2016 and a later letter from him discussing the guidance given in pre-app advice. In the Transport Statement the issue of vehicular access, on-sight parking and refuse access was discussed.

In the case of the vehicular access, much discussion was provided over the 85 percentile travel speed as this dictates the sight distances that are used in the new access design. In the pre-app submission it was agreed that a 70m sight distance would be acceptable if the travel speeds were corroborated and in the supporting letter it was demonstrated that the average journey speeds were taken over a 7 day survey period.

The previous 85th percentile speeds were in the 54 to 59kph range and from the supporting letter the figure was 63kph and as a result the 70m sight distance was still applicable.

The issue of providing a right turn lane into the site is questioned in the Transport Statement, but traffic speed surveys demonstrated that traffic speeds were quite high for a busy road so the Council wishes for a right turn lane to be provided and this will be part of a S106 agreement covering S278 works in the area associated with the development.

In the case of car parking the 24 flat development should provide at least 26.5 car spaces so 29 is sufficient to allow 2 spaces for visitor parking. 39 cycle parking spaces within the development is supported along with 2 motorcycle spaces. There is no comment about electric vehicle charging points but this provision can be conditioned at 20% active and 20% passive.

It was indicated that refuse collection would be carried out by collections from within the development so that a 10.5m refuse vehicle would drive in and out of the site in a forward direction. The Transport Statement suggests that this is the case and Autotracks have subsequently been provided.

The net additional traffic generated by the development was estimated as 20 trips per day and that figure was provided by DM in the supplementary material. The existing vehicle crossover will have to be closed and a new crossover constructed and this work will be part of the S106 agreement covering S278 works.

On the basis of the above comments, I have no significant concerns over this application.

HOUSING SERVICES

Comments: As this development is over the threshold for affordable housing I would expect to see it delivering a policy compliant 35% affordable housing.

On this development of 25 units or 64 habitable rooms that would equate to 22 habitable rooms as affordable housing.

The tenure of the affordable housing should be a mix of rented and shared ownership accommodation split 70:30 in favour of rented units.

Affordable Rent levels should be at a maximum 80% of market rents or capped at Local Housing Allowance rates.

The design is predominantly smaller 1 and 2 bed flats but to meet the proven local demand for family homes evidenced in the SHMA the affordable housing should include at least one of the 3 bed flats.

TREE AND LANDSCAPING OFFICER

Comments: The main landscape issue relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees which shows 18No. individual trees or groups have been assessed, of which eight are 'B' grade -which should normally be retained: G1, G2, T4, T5, G8, T9, T15, and G17. T9, a Corsican pine, is protected by TPO 648, T1 on the schedule and a beech (within G1 on the survey) includes a protected beech tree T2 on the TPO schedule.

The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In the assessment of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root

protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan, by Wilcox and Meilwes, indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

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.

No objection, subject to the above observations and conditions RES6 (levels), RES7 (materials), RES8 (tree protection)(this condition should be amended to include continued on site monitoring and supervision of tree protection measures by an arboricultural consultant), RES9 (landscaping scheme) (parts 1,2,3,4,5, and 6) and RES10 (replacement trees).

WASTE MANAGEMENT OFFICER

No comment

FLOOD AND WATER MANAGEMENT OFFICER

No comment

Officer's response: The site is not located within a flood zone and is less than 1 hectare in size. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. At the time of writing this report, the Council's Flood and Water Management Officer had not commented. An update on these matters will be provided within the committee addendum sheet when these comments have been received.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

HDAS Residential Layouts SPD states that redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the number of houses which have been redeveloped for new blocks of flats.

HDAS 'Residential Layouts' and Policy DMH 4 'Residential Conversions and Redevelopment' of the emerging Development Management Plan states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties have been being redeveloped into flats.
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Policy H3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the loss of residential accommodation (which could be occupied with or without adaption) will only be permitted if it is replaced within the boundary of the site. An increase in the

accommodation will be sought, subject to other policies in the plan.

Policy H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will regard the conversion of residential properties into more units as acceptable in principle provided this can be achieved without causing demonstrable harm to the residential amenities or character of the area or the amenity of adjoining occupiers and the following criteria are met:-

- (i) It can be demonstrated that adequate sound insulation is provided;
- (ii) Car parking to the standards adopted by the Local Planning Authority can be provided within the curtilage of the site and can be accommodated without significant detriment to the streetscene;
- (iii) All units are self contained with exclusive use of sanitary and kitchen facilities and with individual entrances, and internal staircases are provided to serve units above ground floor level; And
- (iv) Adequate amenity space is provided for the benefit of residents of the proposed development.

The NPPF and Policy 3.3 'Increasing Housing Supply' of the London Plan (2016) recognises the need for more homes in London in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford.

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed."

The development proposes the demolition of three existing large family dwellings and the erection of a two/three storey building with accommodation in the roof space for 24 flats.

HDAS Residential Layouts Supplementary Planning Document limits the conversion/redevelopment of properties within a street to a maximum of 10%. However, the existing purpose built blocks of flats in the locality have been present for approximately 40 years and are considered to be a contributing factor to the character of the area. Therefore, the proposed scheme is not considered to result in a material change to the established character of the road. In addition, the principle of a flatted development on this site was considered acceptable by the Inspector for the previous appeal for planning application (ref. 56595/APP/2007/3796) where it was determined that the only reason for refusal was on highway safety grounds.

The NPPF and London Plan support making better use of existing residential land to provide additional housing stock and there is no policy objection to the loss of the existing dwellings. The proposal would potentially make better use of this previously developed site, by increasing the number of residential units. Therefore, the principle of development would be acceptable, in accordance with policies H3 and H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy DMH 4 of the emerging Development Management Plan; policy 3.3 of the London Plan (2016); and the NPPF.

7.02 Density of the proposed development

DENSITY

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The development would have a density of 69 units per hectare and 177 habitable rooms per hectare which would be within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 24 units with a housing mix of 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and family sized (3 bedroom plus) homes.

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

The site is not located within an area of archaeology interest, a conservation area, or an area of special character. Nor are the subject buildings or neighbouring properties listed. Therefore, these matters are not relevant to the determination of this application.

7.04 Airport safeguarding

There are no airport safeguarding considerations relevant to this application.

7.05 Impact on the green belt

The site is not located within or adjacent to any green belt. Therefore, this is not a relevant consideration for the determination of the proposal.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2012) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm,

streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

The proposal is larger than the previously refused planning permission in 2007. However, this application only related to a site comprising Nos. 36 & 38. Therefore, it is not particularly useful for comparison. Nonetheless, no concerns regarding the design, scale and mass of this previous proposal were raised at planning or appeal stages.

The proposal is substantially smaller than earlier pre-application schemes that have been submitted. A comparison between the current proposal and earlier applications are shown within the submitted Design and Access Statement.

The current design envisages utilising the existing slope on the site to create underground parking to the rear that would be at ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear with accommodation within the roof. This approach would maintain substantial landscaping within the site, enabling the retention of the mature trees and open character towards the front of the site. Therefore, it is considered to contribute to a positive relationship between it and the natural underlying landform and topography of the site.

The roof of the car park to the rear of the building would be used to create a podium level garden and the new position of the building is more sympathetic in terms of its relationship with the properties backing onto the site in that it would be set further away from the boundary than the existing buildings at Nos. 36 & 38 and there is more opportunity for landscaping.

It is clear that there has been an attempt to make the building appear like 3 large dwelling houses by breaking it into 3 separate blocks, linked by glazed sections that would be set back significantly from the main front elevation and roof ridge. Careful detailing such as the provision of entrance doors at ground level have also been provided to reinforce this appearance, which is considered to be appropriate to the setting and character of the area.

The two/three storey height of the building with accommodation within the roof is appropriate in scale and fitting to the surrounding context of the site. Overall, the replacement building is considered to have regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass. The proposed scheme is clearly informed by the surrounding historic environment and would be considered to sit comfortably within the site and streetscene.

The Council's Conservation and Urban Design Officer has raised no objection to the proposed design, bulk, mass, or proportions of the building stating that 'previous suggestions for an "Arts and Crafts" type design have been heeded'. The revised design is now considered to be in keeping with the character and appearance of Northwood. However, the Council's Conservation and Urban Design Officer has recommended conditions to secure appropriate materials, require tinting of the glazed intersections, and to obtain more simple porch detailing to harmonise with the vernacular style of the elevations.

Subject to those conditions, no objection has been raised by the Council's Conservation and Urban Design Officer as the appearance of the proposed building would be considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area, in accordance with policy BE13 and BE19 of

the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy BE1 of the Local Plan: Part 1 Strategic Policies (2012); policies 7.4 and 7.6 of the London Plan (2016); and chapter 7 of the National Planning Policy Framework (2012).

7.08 Impact on neighbours

Policies BE20, BE 21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the development are located on Greenheys Close to the North and at No. 34 Rickmansworth Road to the east. There are also the residential flats of Southill to the West. Regarding the impact on neighbours, it is worth pointing out that no concerns were raised regarding the amenity of neighbouring properties on the previous planning refusal (ref. 56595/APP/2007/3796) or appeal whereby the inspector determined that the the only reason for refusal was on highway safety grounds.

Nevertheless, the proposed building is situated further away from the neighbouring properties on Greenheys Close than the existing buildings on site. Therefore, the impact on the amenity of these neighbours should be less. It is recognised that the building would be higher, but it would not breach the 25 degree line from ground floor windows taken from any of the neighbouring properties on Greenheys Close. By virtue of the increased set back, the proposal is not considered to adversely impact the residential amenity of neighbours to the north.

No. 34 to the east, has habitable room windows to the front and rear. The development would be situated forward of this neighbour so it would not impact its rear windows. The replacement building has been positioned further away from No. 34 than the existing property No. 36 Rickmansworth Road, which again should reduce the impact on any front elevation windows to this neighbour. In addition, there is significant screening along the boundary provided by a row of evergreen trees which already enclose the closest ground floor level front window to this neighbour. The nearest part of the development to this neighbour is set down from the main building height at two storeys (with no accommodation within the roof following revisions to the height) It is also set back from the boundary by 4.6m and approximately 10m from No. 34, which would further assist in ensuring that there was less than significant impact to the front windows of this neighbour. Given these combination of factors, the development is not considered to harm the residential amenity of this neighbour in terms of loss of light, outlook, or a detrimental sense of enclosure. There are a number of openings proposed on the eastern flank wall which overlook the front garden of No. 34, however, they would not overlook habitable room windows on the main house and the front garden is already significantly overlooked from the public highway and adjoining properties as is often the case for such spaces. Therefore, the proposal would not result in significant loss of privacy to this neighbour.

The proposed building would also be farther away from the neighbouring properties to the west with a gap of approximately 20m between them. Similarly, existing vegetation along the boundary already encloses these neighbours and would significantly screen the development from the perspective of the residents. On this basis, the proposal is not

considered likely to negatively impact the residential amenity of occupiers to the west, in terms of loss of light, outlook, privacy, or a detrimental sense of enclosure.

To conclude, the proposal would not harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7.09 Living conditions for future occupiers

INTERNAL LIVING SPACE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

Generous and spacious residential floor space provision would be provided which exceed the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. Many of the units would be dual aspect and all would be considered to benefit from adequate outlook and natural daylight.

It appears from the plans that the entrances to the building would have level access to/from external areas. The core is appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

EXTERNAL AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 570sqm of usable and conveniently located communal garden space. The site plan indicates that there would be a greater level of external green space than the policy standard. The external garden area to the rear of the building measures in excess of 900sqm. It is recognised that some of this external area is likely to be lost to provide appropriate defensible space to ground level windows, however, the proposal would still provide well in excess of the policy requirement.

It is clear from the plans that defensible space has been incorporated into the design of the development. Nevertheless, it is considered reasonable to obtain further details of defensible space / boundary treatment by condition to ensure that there would be no privacy or security concerns to ground floor level flats.

Therefore, subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

CHILDREN'S PLAY SPACE

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

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be necessary on this site.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority 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; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (November 2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There is a bend in the road which restricts visibility.

A previous planning application (ref. 56595/APP/2007/3796) was refused on part of this site and dismissed at appeal. The Council and Inspector determined that the only reason for refusal was on highway safety grounds by virtue of the restricted visibility.

The current scheme differs from this proposal, in that it now includes number 40

Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40.

The proposed development would be served by a single access bellmouth located at the eastern end of the site frontage. The design of the bellmouth has been led by the need for the development to accommodate refuse collection vehicles within the layout. The width of the access road beyond the bellmouth will be 4.1m with a 1.2m wide footway along the western edge.

As part of pre-application discussions, it was made clear that a visibility splay of 2.4m x 70m to the west would be required, in compliance with the advice set out within Manual for Streets 2 in respect of the recorded vehicle speeds. In order to assess the level of visibility that is required at the site access a vehicle speed survey was commissioned from a data collection specialist. This was carried out in accordance with TA 22/81 "Vehicle Speed Measurement on All Purpose Roads" and a representative sample of vehicle speeds was collected on 2 separate days. A copy of the survey report is included within the Appendix of the Transport Statement.

The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway.

The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements subject to the provision of a right turn lane into the site. The Highway Engineer has suggested that this could be secured by legal agreement, along with associated S278 works in the area.

The new access would enable refuse vehicles to enter the site, manoeuvre and leave in forward gear. This is a safer arrangement than existing which relies on all servicing to take place from the Rickmansworth Road carriageway.

The development would increase the number of likely users/trips to the site, however, this level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads.

The proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development provides parking at basement level which would not require a ramp by virtue of the topography of the site. The proposal would provide 29 car parking spaces and two motorcycle parking spaces. Four disabled parking spaces would be provided which for ease of use are either situated near to the main core at basement level or at external ground level near to the main entrance.

Given the site has a PTAL of 2, this level of provision would be considered acceptable. The level of disabled car parking is also satisfactory. Should the application be approved, a condition should be imposed to secure a satisfactory level of electrical charging points.

The proposal includes provision for 39 cycle parking spaces which would be located at basement level. They would be secure, sheltered, and reasonably accessible.

Overall, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

SECURITY

Policy 7.3 'Designing Out Crime' of the London Plan (2016) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, subject to condition to achieve Secured by Design. Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

For details of urban design please see section 7.07, and for details of access please see sections 7.8, 7.10, and 7.12, of this report.

7.12 Disabled access

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Richmansworth Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrance to the building. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide four disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

7.13 Provision of affordable & special needs housing

With regards to special needs housing please see above.

AFFORDABLE HOUSING

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council has requested a third party independent review of the Financial Viability Assessment. Further to this independent review, it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.

7.14 Trees, landscaping and Ecology

TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

The main landscape issue to consider in this application relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees that shows 18No. individual trees or groups have been assessed, of which eight are 'B'grade. The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In terms of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan (by Wilcox and Meilwes) indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

The Council's Tree and Landscaping Officer has been consulted and not raised any objection to the proposal subject to conditions relating to tree protection/replacement, and the provision of a comprehensive landscaping scheme. Subject to these conditions as requested by the Council's Tree and Landscaping Officer, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

ECOLOGY

The site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, existing trees that have

potential to support various species are to be retained. Therefore, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Integral waste storage would be provided at basement level but accessed externally at ground level due to the topography of the site. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the site. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The Energy Statement submitted shows that the development would comply with the London Plan by reducing emissions by at least 35% from a building regulations 2013 baseline. Subject to conditions to ensure compliance with the Energy Statement; to require the submission of further details regarding the proposed PV panels to the roof; and a statement to manage maintenance and report on the energy and CO2 output of the development on an annual basis; the development would be compliant with regards to minimising carbon dioxide emissions, in accordance with policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The site is not located within a flood zone and is less than 1 hectare in extent. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. The Council's Flood and Water Management Officer has considered the proposal and raises no objection, subject to a condition to safeguard from flooding. On this basis, the proposal is considered acceptable in terms 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 (2016), and National Planning Policy Framework (March 2012).

7.18 Noise or Air Quality Issues

NOISE

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic

environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would not be more noise sensitive than the existing use. Besides road traffic noise, the site is not located near to any existing or potential excessive or major noise sources. In addition, the development would need to achieve compliance with Part E (Approved Document E) of schedule 1 of the Building Regulations which covers the requirement with respect to resistance to sound. Nevertheless, the Council's Environmental Health Officer has raised concern regarding potential noise from road traffic. A condition has been recommended to safeguard the amenity of future occupiers with regards to noise.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

Overall, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.15 of the London Plan (2016).

AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is an existing residential location that does not appear to suffer from poor air quality. Therefore, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

7.19 Comments on Public Consultations

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

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

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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

Non-monetary contributions:

- Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme.
- Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon schemes). Reviews during the construction process can't be agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.
- S278/S38 highway works to secure the proposed highway works.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to

be delivered.

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 24 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

CONTAMINATION

In the past, part of the site has been used as a plant nursery. Although this is a low risk there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. The Council's Environmental Health Officer has been consulted and considers the proposal to be low risk. However, it has been recommended that a condition be imposed to cover imports to ensure that it is clean and uncontaminated. Subject to condition, the proposal is considered acceptable with regards to contaminated land, in accordance with policy 5.21 of the London Plan (2016).

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 principle of a flatted development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature

trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

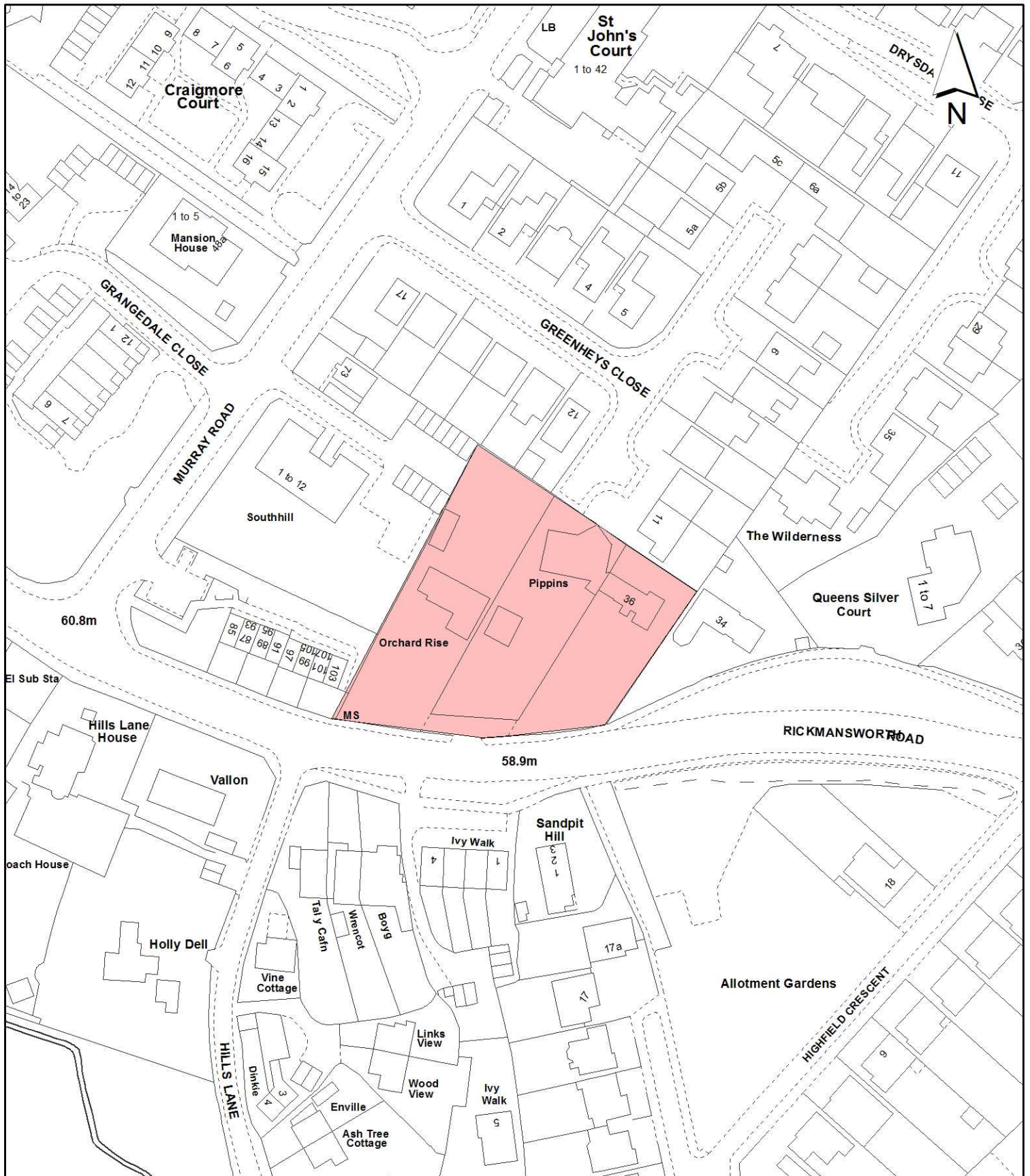
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

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 (2016)
National Planning Policy Framework (2012)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Richard Conroy

Telephone No: 01895 250230



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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**36-40 Rickmansworth Road
 Northwood**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

69978/APP/2016/2564

Scale:

1:1,250

Planning Committee:

Major Page 49

Date:

March 2017



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address FORMER BRITISH LEGION STATION ROAD WEST DRAYTON

Development: Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.

LBH Ref Nos: 11332/APP/2016/1595

Drawing Nos: 15-043-LP (Location plan)
13-P-T3-F Rev A (Proposed 3 Bed Houses House Type 3 Floor Plans)
13-P-01 Rev A (Proposed Roof Plan)
13-P-T3-E Rev A (Proposed 3 Bed House House Type 3 Elevations)
13-P-T2-F Rev A (Proposed 3 House House Type 2 Floor Plans)
13-P-T2-E Rev A (Proposed 3 Bed House Type 2 Elevations)
13-P-T1-F (Proposed 3 Bed House House Type 1 Floor Plans)
13-P-B1-F (Proposed 3 Bed House Block 1 Plans)
13-P-B1-E (Proposed 3 Bed House Block 1 Elevations)
13-P-02 Rev A (Proposed Block Plan)
13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Plans)
13-P-SE-E Rev A (Proposed House Type 1 and 2 Sections)
13-P-SS Rev A (Proposed Site Section)
13-P-T1-E (Proposed 3 Bed House House Type 1 Elevations)
15-043-P-AC Rev B (Accommodation Schedule)
P-SV Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
P-BW Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
13-P-80-3 Rev A (Proposed Hard Surfaces)
13-P-80-2 Rev A (Proposed Refuse Layout)
13-P-80-1 Rev A (Site Levels)
13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Elevations)

Date Plans Received: 25/04/2016 **Date(s) of Amendment(s):** 25/04/2016

Date Application Valid: 18/11/2016

1. **SUMMARY**

This application seeks planning permission to create 13 family sized dwellinghouses with associated parking, landscaping and external works, following demolition of the existing building.

In terms of principle of development, there is local and London Plan support for the provision of additional family sized houses and the loss of the existing community use is considered acceptable, given that there is suitable alternative provision nearby and as the existing building is in a poor state of repair and not viable in its current use.

The new buildings are well designed and will make a positive contribution to the location and surrounding area. In addition, they will not adversely impact on the setting of the West Drayton Green Conservation Area or nearby Grade II Listed Building, Drayton Hall.

The development has been positioned away from neighbouring properties and its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of

adjoining occupiers by reason of loss of light, privacy or outlook.

The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

In terms of transport, the Council's Highway Engineer is satisfied with the parking arrangements, along with the access arrangements.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) Affordable Housing: 2 housing units.

ii) Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

iii) S278/S38 agreement to secure access and pavement modifications.

Monetary contributions:

vi) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

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

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

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

D) If the Legal Agreements have not been finalised by 14th September 2017 (or such 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 planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, and construction training). The proposal therefore conflicts with policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

- 15-043-LP (Location plan)
- 13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Elevations)
- 13-P-T3-F Rev A (Proposed 3 Bed Houses House Type 3 Floor Plans)
- 13-P-80-1 Rev A (Site Levels)
- 13-P-01 Rev A (Proposed Roof Plan)
- 13-P-T3-E Rev A (Proposed 3 Bed House House Type 3 Elevations)
- 13-P-T2-F Rev A (Proposed 3 House House Type 2 Floor Plans)
- 13-P-T2-E Rev A (Proposed 3 Bed House Type 2 Elevations)
- 13-P-T1-F (Proposed 3 Bed House House Type 1 Floor Plans)
- 13-P-B1-F (Proposed 3 Bed House Block 1 Plans)
- 13-P-B1-E (Proposed 3 Bed House Block 1 Elevations)
- 13-P-02 Rev A (Proposed Block Plan)
- 13-P-B2-E Rev A (Proposed 3 Bed House Block 2 Plans)
- 13-P-SE-E Rev A (Proposed House Type 1 and 2 Sections)
- 13-P-SS Rev A (Proposed Site Section)

13-P-T1-E (Proposed 3 Bed House House Type 1 Elevations)
15-043-P-AC Rev B (Accommodation Schedule)
P-SV Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
P-BW Rev A (Street Boundary Wall View Proposed Boundary Wall Detail)
13-P-80-3 Rev A (Proposed Hard Surfaces)
13-P-80-2 Rev A (Proposed Refuse Layout)

REASON

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

3 COM5 General compliance with supporting documentation

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

15-043-13-P-AQS Air Quality Statement
15-043-13-P-NS Noise Assessment Statement
950-001 Sweep path layouts - Parking Rev A
950-002 Sweep path layouts - Refuse turning Rev A
Transport statement
Flood Risk Assessment and SUDS report
Geo Report - Soil Investigation P9458J866

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

REASON

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

4 OM19 Demolition and Construction Management Plan

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

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

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

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the

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

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

6 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.

3. Details of continued on site monitoring and supervision of tree protection measures by an arboricultural consultant.

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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7 RES9 Landscaping (including treatment for defensible space)

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 All ornamental and ecological planting (at not less than a scale of 1:100),

- 1.b Replacement tree planting to compensate for the loss of existing trees,
 - 1.c Written specification of planting and cultivation works to be undertaken,
 - 1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments, including details of railings/walls located to the front of the site along Station Road.
 - 2.b Hard Surfacing Materials
 - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space)
- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation
- 5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

8 COM15 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 follow the strategy set out in 'Flood Risk Assessment', produced by Curtains dated 19th July Rev 3.

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

a) Suds features:

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

and egress must be demonstrated).

b) Capacity of Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

i. Provide a management and maintenance plan

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

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

iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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 there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

9 NONSC Contamination

(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.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of 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 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

10 NONSC Cycle Parking

Prior to occupation of the development, details of sheltered and secure storage spaces that can accommodate 2 bicycles for each dwelling shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these cycle parking spaces shall be provided prior to occupation of the development and permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

11 RES16 Car Parking

The development shall not be occupied until 20 car parking spaces, including 2 disabled bays, 4 electric charging bays with a further 4 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than for the parking of motor vehicles associated with the consented residential units at the site.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

12 RES22 Parking Allocation

Prior to occupation of the development, a parking allocation and management scheme shall have 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 (2016).

13 RES18 Accessible Homes/Wheelchair Units

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

14 NONSC Details of Finish

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

15 NONSC Noise mitigation for future occupiers

Prior to commencement of development, a scheme for protecting the proposed development from road traffic and air traffic shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected, in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP

Policies (2012), and policy 7.15 of the London Plan (2016)

16 COM31 Secured 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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

17 NONSC CO2 Reductions

Prior to commencement of development an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:

- 1 - set out the annualised baseline energy demand (kWhr) and CO2 levels (KgCO2) of the development built to 2013 Building Regulations.
- 2 - set out the design measures and features that reduce the baseline emissions relative to the London Plan Hierarchy (be lean, be clean, be green)
- 3 - provide the impacts of the measures and features from [2] on the baseline energy demand and emissions [1]
- 4 - provide full details, including (but not limited to), of types of lighting, boiler specifications, Combined Heat and Power networks and plant technology, zero carbon technology including roof plans and PV specifications.
- 5 - methods to monitor and maintain the development to ensure the targets are achieved and met consistently

Thereafter, the development shall be carried out and completed in accordance with the approved assessment.

REASON

To ensure the development contributes to a reduction in CO2, in accordance with policy 5.2 of the London Plan (2016).

18 NONSC Ecology

Prior to the commencement of development, a scheme for the creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must be carried out and completed in accordance with these approved details.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting, in accordance with policy BE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
H11	Provision of affordable housing
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
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE22	Residential extensions/buildings of two or more storeys.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
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 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.1	(2016) Implementation

LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies, then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 I1 Building to Approved Drawing

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

5 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 I2 Encroachment

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

form of encroachment.

7 I21 **Street Naming and Numbering**

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

8 I3 **Building Regulations - Demolition and Building Works**

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

9 I45 **Discharge of Conditions**

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

10 I48 **Refuse/Storage Areas**

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

11

The Council's Waste Service should be consulted about refuse storage and collection arrangements. 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).

12

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

13

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).

14

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site.

15

You are advised that Thames Water has the following advice:

Waste

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. 'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit

thameswater.co.uk/buildover. Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

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. Yours faithfully
Development Planning Department

3. CONSIDERATIONS

3.1 Site and Locality

The 0.255 hectare triangular site is located on the eastern side of Station Road, approximately 50m north of its junction with Sipson Road, Thornton Avenue and Harmondsworth Road. The site comprises a single storey building that is currently vacant, but was previously used by the Royal British Legion. The building is neither listed nor located within a conservation area. However, the West Drayton Green Conservation Area is situated immediately to the west. In addition, Drayton Hall, a Grade II Listed Building is located opposite the site.

The area is characterised by predominately residential homes, flats, and houses whose gardens back directly onto the site boundaries. Station Road is wider than many of the surrounding roads yet it is more verdant in nature with many trees on each side of the road. There is a blanket TPO immediately to the north of the site. Also, Station Road comprises a greater range of property types and uses. Adjoining the site to the south, is a convenience store in what was previously a Public House known as the 'Fox and Pheasant'.

The site has a PTAL rating of 1a/2, is located within an Air Quality Management Area (AQMA), and has been identified as suffering from drainage issues.

3.2 Proposed Scheme

The proposal consists of the erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant history to the determination of this planning application.

4. Planning Policies and Standards

Please see list below for list of relevant planning policies and standards.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.H1 (2012) Housing Growth

PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
H11	Provision of affordable housing
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
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE22	Residential extensions/buildings of two or more storeys.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
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 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion

LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd December 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

39 neighbour consultee letters were sent the 29th November 2016, a site notice erected the 1st December 2016, and an advert published the 7th December 2016. The statutory neighbour consultation period expired the 28th December 2016. Thus far, no objections have been received.

DESIGNING OUT CRIME OFFICER (METROPOLITAN POLICE)

No objection, subject to the standard Secure By Design condition.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

No objection

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 discharges entering local watercourses. "We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover. Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

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. Yours faithfully Development Planning Department

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

We are prepared to accept the principle of residential development provided it does not conflict with the covenant that we understand exists; we are informed this restricts the site to community use. We are glad to see that the proposal is for houses rather than yet more flats and if it turns out there is no impediment to residential development then we would make the following comments, most of which we believe mean some amendments are necessary to the current proposals before

permission should be granted. We therefore hope planning permission will not be granted for the current proposals.

1) There are contradictions between the number of houses and of parking spaces listed in the application form and shown on the plans; both cannot be correct.

2) The group of three houses near the street frontage are 'stuck out' and present an uninspiring blank wall to the street. This is not a positive contribution to the streetscape in this prominent position in the Conservation Area, facing Drayton Hall.

3) Some of the garden spaces for the main terrace of houses at the rear of the plot appear very small for what are effectively 4-bed room houses; the existing mature trees also mean that they will appear much smaller than they really are to the occupiers.

4) The unimaginative parking layout dominates the development. We feel sure a better one could be found.

5) The design of these three-storey houses masquerading as two-storey ones is ugly and out of keeping with much of their surroundings which are genuinely two-story. The 'slate-effect' grey roof is not typical of the area where most roofs are red/brown tiles which have a warmer and softer look. Though the application describes the walls as brickwork the elevations show a variety of finishes which are unspecified; we would hope that the final finishes will be more in keeping with those of the surrounding houses.

(Officer Comment: The above concerns relate to the original submitted plans.)

Internal Consultees

CONSERVATION AND URBAN DESIGN

The shape of the site means that the development will be quite contained and discrete, as such it will have very little impact on the setting of the adjacent Conservation Area or Drayton Hall, which is a listed building.

If recommended for approval, conditions should be included that require agreement of the external materials for all of the new blocks and also further details of the frontage wall, supports and railings.

ENVIRONMENTAL PROTECTION UNIT

No objection, subject to conditions relating noise and contamination. In addition, an informative should be added regarding causing nuisance during construction works.

FLOOD AND WATER MANAGEMENT OFFICER

No objection

HIGHWAYS

A new site access would be built to replace the existing facility. The location and geometry of the new access would be similar to the existing and adequate to the proposed use. Due to the local highway horizontal and vertical alignment, visibility spays would comply with current highway design standards.

All off site works relating to the construction of the new junction, together with footway and kerb reinstatement would need to be covered by a S278 agreement.

Internal circulation areas would provide adequate manoeuvrability for private cars.

The applicant proposes 20 parking spaces for 13 dwellings, with a parking ratio of 1.5 parking spaces per dwelling. For this type of accommodation with private curtilage, the Council advises a

ratio of 2 parking spaces per unit. In this case, in spite of the relatively low PTAL rating, the presence of bus services connecting the site to West Drayton Station, together with the location of the bus stops at short distance from the development, suggests that a lower ratio could be acceptable with the following provisions:

- A car parking allocation plan should be produced and only one parking space allocated permanently to each unit; all the remaining parking spaces should be designated for visitors only; a parking management plan should be put in place to book visitors parking and prevent abuse. These measures should provide a sufficient disincentive to second car ownership and avoid parking overspill onto the adjacent highway network;

The applicant has marked as disabled bays only spaces nos. 13 and 17; it is noted, however, that also bays 12 and 16 can be used by blue badge holders as the central area can be shared between 2 adjacent bays. The total is therefore 4, which complies with current standards.

In order to comply with London Plan Standards, 4 parking bays should be fitted with active Electric Vehicle Charging Points and 4 more with passive infrastructure.

The applicant should submit details of the proposed bicycle storage, which should provide a secure facility.

The submitted swept paths show that the refuse vehicles could manoeuvre inside the development to collect refuse bins at the proposed locations. Therefore the refuse collection plan appears adequate.

SUSTAINABILITY AND ECOLOGY

No objection subject to conditions to secure schemes for carbon reduction and wildlife/biodiversity enhancement.

TREE AND LANDSCAPING

No objection, subject to conditions relating to tree protection and provision of a landscaping scheme.

WASTE MANAGEMENT

No objection. Space is allocated for waste storage which is good practice.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority will not grant planning permission for proposals which involve the loss of land or buildings used (or where the last authorised use was for) a sports stadium, outdoor or indoor sports and leisure facilities, public or community meeting halls, or religious, cultural and entertainments activities, unless adequate accessible, alternative facilities are available.

Policy R8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority will resist proposals which could lead to the loss of facilities which support art, culture, and entertainment facilities without suitable alternative replacement.

Policy 3.16 of the London Plan (2016) stipulates that proposals which would result in a loss

of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. 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.

The proposal seeks to change the use of a vacant building previously used as a Royal British Legion to facilitate the creation of 13 residential dwellinghouses.

A statement submitted in support of the application states that the previous use of the building as Royal British Legion ceased in September 2013 due to a reduction in numbers using the facilities. As such, the existing use was not financially viable.

The supporting information explains that British Legion members now attend organised meetings and events in the nearby Yiewsley and West Drayton Community Centre, approximately 90m to the south. This shared space is better equipped to meet their needs as the existing Former Royal British Legion is dilapidated and requires significant repairs at significant expense. It is clear that there is still a need for community space to accommodate members of the Royal British Legion. However, it is clear that there is adequate existing space nearby to cater for this need. Therefore, given that there is suitable alternative provision nearby and as the existing building is in a poor state of repair, it is not considered on balance that there is robust sustainable development reasons to resist the change of use (from D1 use to C3) as assessed against policies R5 and R8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 3.16 of the London Plan (2016).

Regarding the proposed use, the NPPF, the London Plan (2016), the adopted Hillingdon Local Plan: Part 1- Strategic policies and the saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations. London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan: Strategic Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal seeks consent for 13 residential houses, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. However, it is noted that the site is not identified in the forthcoming Site Allocations and Designations document as being required to meet the Council's housing targets.

Nevertheless, the principle of the change of use in planning policy terms from D1 Use to C3 use would be acceptable.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-200 habitable rooms per hectare (hr/ha) and 35-55 units per hectare (u/ha) for units with a typical size of 3.8 - 4.6 habitable rooms per unit (hr/u). The development would have a density of 50 units per hectare and 203 habitable rooms per hectare which would be marginally above the range of acceptability for a site at this location. However, given the scale of the development, which is relatively small, it will be

more important to consider how it fits in with the character and scale of the area, and whether it is acceptable in residential amenity grounds. In addition, it should be noted that policy 3.4 of the London Plan (2016) seeks to secure the optimum potential of sites.

MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 13 x 3 bedroom dwellinghouses. Although, a range of housing types have not been provided, the focus on providing family sized houses is welcomed and would meet a local housing need for such accommodation.

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

The site is not located within an Archaeological Priority Area, a Conservation Area, or an Area of Special Local Character. However, the site fronts onto the West Drayton Green Conservation Area. Please see 'Impact on the character and appearance of the area' section below for further consideration.

7.04 Airport safeguarding

The proposal would not raise any airport safeguarding concerns.

7.05 Impact on the green belt

Not applicable to this development.

7.06 Environmental Impact

The Council's Environmental Protection Team have been consulted regarding land contamination. No objection has been raised subject to a standard condition to safeguard future users of the development from any risks of contamination.

7.07 Impact on the character & appearance of the area

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2012) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural

features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Policies 7.8 and 7.9 of the London Plan (2016) and chapter 12 of the National Planning Policy Framework are concerned with conserving and enhancing the historic environment.

The two storey dwellinghouses with accommodation within a mansard roof at third floor level are considered appropriate in scale and appearance to the surrounding context of the site given their positioning, layout and design approach. In terms of impact on heritage assets and the character and appearance of the area, the Council's Conservation and Urban Design Officer is satisfied that the proposal would not adversely impact the adjacent West Drayton Green Conservation Area, the nearby Grade II Listed Building (Drayton Hall), or wider visual amenity of the area.

The Council's Conservation and Urban Design Officer has recommended a condition to ascertain further details regarding the external finish. It is considered that this scheme would create an attractive traditional family housing development that will be in keeping with the local vernacular.

Subject to the condition referred to above, no objection has been raised by the Council's Conservation and Urban Design Officer as the design, scale and materiality of the development would be considered to be sympathetic to the heritage value of adjacent heritage assets, and it would be sympathetic to the character and appearance of the area, in accordance with policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policies BE1 and HE1 of the Local Plan: Part 1: Strategic Policies (Nov 2012); policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016); and chapter 12 of the National Planning Policy Framework (2012).

7.08 Impact on neighbours

Policies BE20, BE21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential property to the site is No. 4 Hanson Close. However, this neighbour presents its flank wall to the site which contains no openings. Given it is located in excess of 10m from the development at its nearest point and there are no windows facing it, the proposal is not considered to cause any loss of light, outlook, or privacy to the occupants of No. 4 Hanson Close.

To the east of the site, Nos. 1 - 8 Starveall Close are the nearest neighbouring properties. Due to the proposed layout (where 4 houses on the outside of the rear terrace are set further back), the dwellings on plots 1, 2, 9 and 10 would be closest to these neighbours. At their closest point, the proposed dwelling on plot 2 would be located 26.5m from the main rear wall of No. 3 Starveall Close. Given the development would measure a maximum

height of 9.15m, this level of separation between properties would safeguard the residential amenity of neighbours. The distance is greater than 21m which is the minimum requirement for directly facing windows. As such, the proposal would not cause any loss of privacy.

To the south, Nos. 1 - 11 (odd numbers) back onto the site. These neighbours benefit from long rear gardens. As such, the nearest part of the development would be in excess of 30m from the rear walls of these properties. As such, the proposal is unlikely to raise residential amenity concerns with regards to its impact on these neighbours.

No other neighbouring properties are likely to be adversely impacted by the proposal given that they are situated farther from the site or are less vulnerable to the development.

Therefore, the proposal would not be considered to harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7.09 Living conditions for future occupiers

INTERNAL LIVING SPACE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

A schedule has been provided by the applicant confirming residential floor space provision would be provided which exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. In addition, it is clear from the plans that all of the habitable room windows would benefit from adequate access to outlook and natural daylight.

Also, the plans demonstrate that the entrances to the building would have level access to/from external areas. Please see 'Accessibility' below for further consideration of these matters.

EXTERNAL AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is usable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

All of the dwellings sought would have 3 bedrooms. The Council's Residential Layouts HDAS states that dwellings with 3 bedrooms should be provided with a minimum of 60sqm of garden space. The plans indicate that all of the houses would have access to sufficient and adequate garden space, in accordance with the Council's Residential Layouts HDAS.

In addition, it is noted that adequate defensible space has been provided to the front of each dwelling to give a sense of ownership, security, and privacy to the respective frontages. Nevertheless, it is considered reasonable to seek further details of these arrangements, including landscaping and boundary treatments to ensure that the

development is of good quality.

Subject to condition, future occupiers would not suffer from lack of privacy or security from communal parts of the site and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

CHILDREN'S PLAY SPACE

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

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be less than ten children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be necessary on this site.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority 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; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

The site has an existing vehicular access point onto Station Road. A new access would be built to replace the existing facility. The location and geometry of the new access would be

similar to the existing and adequate to the proposed use.

The Council's Highway Engineer has confirmed that the visibility splays would comply with current highway design standards. In addition, internal circulation areas would provide adequate manoeuvrability for private cars without raising any highway safety concerns.

Also, the submitted swept paths show that refuse vehicles could manoeuvre inside the development to collect refuse bins at the proposed locations. Therefore, the Highway Engineer is satisfied with the refuse collection plan.

The development would increase the number of likely users/trips to the site, however, this level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads and improvements to the access.

The proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development provides 20 surface parking spaces, inclusive of 2 disabled spaces. There would also be provision of 2 motorcycle spaces. The Highway Engineer has not raised an objection to the level of car or motorcycle parking provision, subject to conditions to secure them and a parking allocation management plan.

The Highway Engineer has requested that a condition be imposed to secure cycle parking, which has been added. A Travel Plan has also been requested. However, given the scale and nature of the development for family houses, there is not practically any suitable objectives/targets by which to achieve a greater level of sustainable transport. Subject to condition, the development would provide a compliant level of cycle storage spaces and

Electric Vehicle Parking (EVP), which would be realistic and achievable to promote sustainable transport. On this basis, it is not considered necessary to require a Travel Plan.

Given the site has a PTAL of 3, the overall level of parking provision would be considered acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

In terms of security, policy 7.3 'Designing Out Crime' of the London Plan (2016) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, subject to condition to achieve Secured by Design. Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings. It requires that reasonable provision be made to resist unauthorised access to any dwelling. Subject to condition, the proposal is considered to be acceptable with regards to security, in accordance with policy 7.3 'Designing Out Crime' of the London Plan (2016).

For details of urban design please see section 7.07, and for details of access please see sections 7.9, 7.10, and 7.12, of this report.

7.12 Disabled access

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The development would be accessed off an existing, albeit, improved vehicular access point on Station Road. The site would incorporate a clear route for vehicles and pedestrians. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The plans indicate that the development could accommodate 4 disabled car parking spaces which is more than the 10% required by policy. However, only 2 spaces are marked out as such. Therefore, a condition should be imposed to secure an appropriate level of disabled parking spaces.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

7.13 Provision of affordable & special needs housing

With regards to special needs housing please see above.

AFFORDABLE HOUSING

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies (Nov 2012).

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council's third party FVA consultant considers that the maximum affordable housing contribution that could be sought would be 2 units. On this basis, the Head of Planning is satisfied to accept an affordable housing contribution of 2 houses.

In addition, the legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

7.14 Trees, landscaping and Ecology

TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

This site is adjacent to TPO 540 and also the West Drayton Green Conservation Area. There are several large, mature trees on / near to the perimeter. Most of the trees appear

to be far enough away from the proposals to be unaffected (directly). However, the trees could be indirectly affected by construction-related activities / storage of materials etc. The Council's Tree and Landscaping Officer has been consulted and raises no objection subject to conditions relating to tree protection and provision of a landscaping scheme. On this basis, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

ECOLOGY

The site contains features of ecological interest and has a number of trees that could support a range of species. The Council's Sustainability (Ecology) Officer has stated that a condition is necessary to ensure that these features are enhanced. Subject to a condition to secure a scheme for wildlife/biodiversity enhancement, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Integral waste storage for each dwelling has been provided at ground level near their entrances. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the site. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The application is not accompanied by a complete energy assessment in accordance with the London Plan (Policy 5.2). The development needs to achieve a 35% reduction in CO₂ from a 2013 Building Regulations baseline as the application was submitted and considered before 1 October 2016 and therefore the higher Zero Carbon standard in the London Plan does not apply.

Notwithstanding the above, the Council's Sustainability Officer considers the design of the development to be sufficiently flexible to be able to provide carbon reduction measures that would achieve the 35% reduction target. Therefore, subject to condition to secure these measures, the proposal would comply with policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the details submitted and is satisfied that subject to a condition, the development would not raise any flood risk or drainage issues, 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 (2016), and National Planning Policy Framework (March 2012).

7.18 Noise or Air Quality Issues

NOISE

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to

unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would be more noise sensitive than the existing use and a Noise Statement has been submitted in support of this application. It identifies a need for extra sound insulation. However, it fails to provide sufficient details of their proposals. The Council's Environmental Protection Unit is satisfied that the proposal would be acceptable subject to conditions to safeguard future residents from excessive noise.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

Overall, subject to conditions to safeguard the amenity of future occupiers, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.15 of the London Plan (2016).

7.19 Comments on Public Consultations

Please see 'External Consultees' section of this report for consideration of comments from the public.

7.20 Planning obligations

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

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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

Non-monetary contributions:

- Affordable Housing: 2 housing units.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.
- Highway works to the access - Section 278

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 13 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues related to 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

In terms of principle of development, there is local and London Plan support for the provision of additional family sized houses and the loss of the existing community use is

considered acceptable, given that there is suitable alternative provision nearby and as the existing building is in a poor state of repair and not viable in its current use.

The new buildings are well designed and will make a positive contribution to the location and surrounding area. In addition, it will not adversely impact the setting of the West Drayton Green Conservation Area or nearby Grade II Listed Building, Drayton Hall.

The development has been positioned away from neighbouring properties and its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook.

The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

In terms of transport, the Council's Highway Engineer is satisfied with the parking arrangements, along with the access arrangements.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

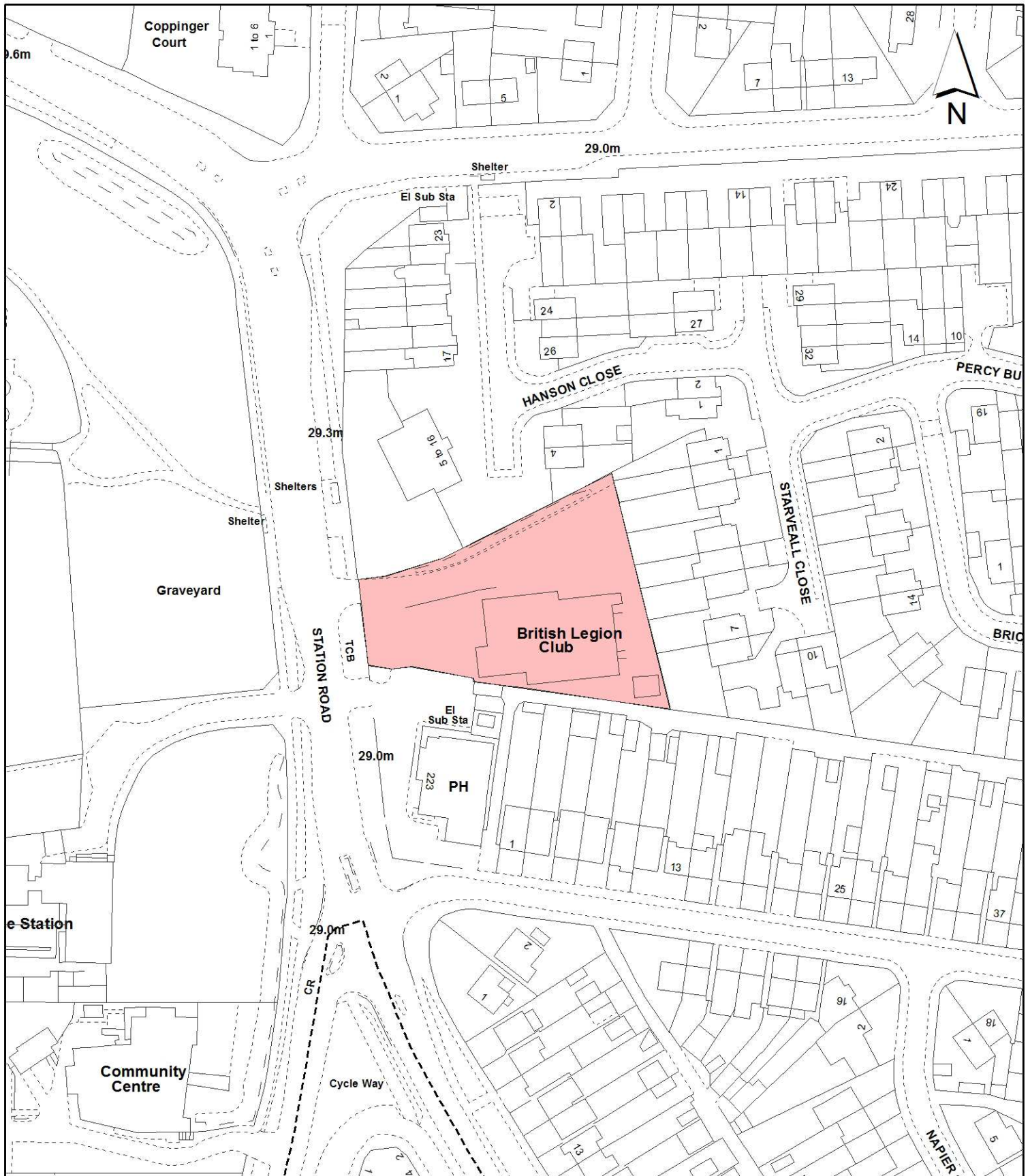
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

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 (2016)
National Planning Policy Framework (2012)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

Contact Officer: Richard Conroy

Telephone No: 01895 250230



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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Former Royal British Legion
 Station Road**

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

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

Planning Application Ref:
11332/APP/2016/1595

Scale:
1:1,250

Planning Committee:
Major Page 86

Date:
March 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address	FANUC HOUSE 1 STATION APPROACH RUISLIP
Development:	Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received.
LBH Ref Nos:	26134/APP/2016/1987
Drawing Nos:	Amenity Space Provision Schedule PL-06 Rev. G PL-07 Rev. G PL-08 Rev. H PL-09 Rev. I PL-10 Rev. J PL-11 Rev. I PL-13 Rev. H PL-14 Rev. G PL-15 Rev. G 5695/ ASP2 Rev. E 5695/ ASP1.0 Rev. J 5695/ ASP1.1 Rev. J PL-03 Rev. A PL-04 Rev. A Noise and Vibration Impact Assessment Report, dated 28/1/16 PL-16 Rev. F PL-17 Rev. H PL-18 Rev. E PL-19 Rev. E (indicative only) PL-20 Rev. E (indicative only) PL-21 Rev. C PL-22 Rev. B PL-23 Rev. A PL-24 Schedule of Accommodation Rev. F, dated 2/2/17 Existing 100 Year Flood Plan Proposed 100 Year Flood Plan PL-01 Rev. B PL-02 Rev. B 5695/ ASP1.2 Rev. F PL-05 Rev. A LNA/2042/500 Rev. P2 LNA/2042/501 Rev. P2 001 (Site Logistics Plan) DM-01 Rev. A DM-02 Rev. A Design & Access Statement, May 2016/ Rev. A Construction Management Statement Archaeological Desk-Based Assessment, Updated May 2016 Geo-Environmental Site Assessment, May 2016

Arboricultural Impact Assessment, May 2016
 Flood Risk Assessment, 5/12/16, Version 3.0 (inc. Appendices)
 Drainage Specification & Maintenance / Management Plan, October 2016
 Landscape Management Plan, Dec. 2016
 Covering Letter dated 24/5/16
 Planning Statement, May 2016
 Sustainability Statement, Rev. 1.0, dated 27/5/16
 Transport and Highways Impact Assessment, May 2015
 Air Quality Assessment, May 2016
 Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment,
 Version 1.0, dated 18/12/15
 Heritage and Townscape Appraisal, March 2016
 LNA/2042/502 Rev. P3
 LNA/2042/503 Rev. P2
 Energy Statement, Rev. 2.0, dated 8/8/16

Date Plans Received:	25/05/2016	Date(s) of Amendment(s):	03/02/2017
Date Application Valid:	25/05/2016		02/02/2017
			08/12/2016
			25/05/2016
			06/12/2016
			12/09/2016
			08/06/2016

1. SUMMARY

The application site is located at the southern end of Ruislip town centre and lies adjacent to the Grade II Listed Ruislip Underground Station and to the south of the Ruislip Village Conservation Area which in this vicinity focuses upon the parade buildings fronting the High Street. The site comprises a modest two storey office building.

There are no objections to the loss of the office use or the building, which has little architectural or historical merit and there are no objections in principle to the site's residential re-development.

Although there are large buildings in the vicinity of the site, including the 8 storied Kings Lodge building on the opposite side of Station Approach, the application site is subject to various constraints, including the need to maintain the setting of the historic Station and the character and appearance of the adjoining conservation area, the need to safeguard the amenities of the occupiers of the adjoining flatted blocks to the east which have habitable room windows facing onto this site and the need to mitigate surface water ponding that this area is susceptible to.

There are no objections to the loss of the building or the office use on this site and residential use is supported in town centres.

Following a number of pre-application submissions and a number of revisions to the current application, it is considered that the proposed building achieves an appropriate scale, massing and design for this prominent and sensitive site. The Council's Conservation/ Urban Design Officer raises no further concerns with the scheme, subject

to detailed design considerations and use of materials which are controlled by condition.

The scheme would not harm the residential amenities of adjoining occupiers. Although the scheme is slightly deficient in terms of satisfying amenity space standards, this scheme would predominantly provide studio and one bedroom flat accommodation within a town centre location where in such circumstances design guidance advises that amenity space standards can be applied more flexibly. Bearing this in mind, it is considered that the scheme, with all the units having good sized balconies and a good sized communal space being provided which together, amount to approximately 90% of the amenity space required to be compliance with standards, it is considered that the scheme would provide an appropriate amount of amenity space and the standard of residential amenity afforded for its future occupiers would be satisfactory. The scheme also makes appropriate accessibility provision.

The scheme would provide an appropriate level of off-street parking in this area which has a high PTAL score and the trip generation would not be detrimental to highway efficiency and/ or safety as compared to the existing trip generation of the office building.

The scheme has also been carefully designed, with the building raised, allowing on its southern end for flood waters to flow underneath and provides appropriate mitigation so that the development would not result in flooding elsewhere.

The scheme would also safeguard the more important trees and ecological features on site and would provide additional trees and comprehensive landscaping and includes a green roof.

Although the scheme does not provide any affordable housing, the scheme is supported by a Financial Viability Appraisal which has been independently assessed and it has been confirmed that although the scheme including affordable homes would not currently be viable, if the scheme is delayed, a review mechanism is needed to review the finances of the scheme at that time. This forms part of the S106 Agreement.

The scheme does make a commensurate contributions as part of the S106 Agreement.

The application is recommended accordingly.

2. **RECOMMENDATION**

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to no additional responses being received to the notice in the local paper that raise material planning objections to the scheme that have not already been dealt with in this report and the following:

- 1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments**
- 2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.**
- 3. Travel Plan to include £20,000 Bond.**
- 4. Delivery and Servicing Plan.**
- 5. Affordable Housing Review Mechanism**
- 6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning**

officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training - Team once the development is considered acceptable in principle.

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement 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 before the 9th May 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, further review of the provision of affordable housing if the project is delayed, construction and employment training and project management. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policies H2 and EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 3.12 and 5.12 of the London Plan (March 2016) and the NPPF.'

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 attached:-

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL-05 Rev. A, PL-06 Rev. G, PL-07 Rev. G, PL-08 Rev. H, PL-09 Rev. I, PL-10 Rev. J, PL-11 Rev. I, PL-13 Rev. H, PL-14 Rev. G, PL-15 Rev. G, PL-16 Rev. F, PL-17 Rev. H, PL-18 Rev. E, PL-21 Rev. C, PL-22 Rev. B, PL-24, 5695/ ASP2 Rev. E, 5695/ ASP1.0 Rev. J, 5695/ ASP1.1 Rev. J, 5695/ ASP1.2 Rev. F, LNA/2042/500 Rev. P2, LNA/2042/501 Rev. P2, LNA/2042/502 Rev. P3 and LNA/2042/503 Rev. P2 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part

Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 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:

Refuse and Recycling Storage [Drw. No. PL-08 Rev. H]
Construction materials and techniques and waste minimization [Sustainability Statement]
Green Roof and rainwater harvesting [Flood Risk Assessment]

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 Policy 5.17 of the London Plan (March 2017).

4 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)

5 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies; the entrance porch, external doors and windows; full details of flood water vents; PVs and high level plant; and details of the boundary treatment and means of enclosure 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 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)

7 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 Car Parking Layouts (including demonstration that 6 parking spaces would provide active electrical charging points and a further 6 spaces passive electrical charging point provision)
- 2.d Hard Surfacing Materials
- 2.e External Lighting

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of 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 (2015).

8 NONSC Retention of separate car parking area

The 5 proposed parking spaces provided within the separate smaller area of the application site shown on Drw. No. PL-06 Rev. F shall be retained for use by the occupiers of the proposed flatted block for so long as the development remains in existence.

REASON

To ensure that adequate parking facilities are provided for the development, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

9 NONSC External Amenity Space

The external amenity space shown on the approved plans shall be implemented prior to the units being brought into use.

REASON

To ensure that appropriate amenity space is provided, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 RES13 Obscure Glazing

The side studio window(s) of Units 9, 10, 19 and 20 on the first floor, Units 21, 22, 31 and 32 on the second floor and Units 33 and 40 on the third floor facing Metropolitan and Central Houses 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 Privacy Screens

Prior to the units being brought into use, details of the siting, design and materials of side privacy screens to the balconies shall be submitted to and approved in writing by the Local Planning Authority.

The screens shall be retained on site for so long as the development remains in existence.

REASON

To ensure that the proposal provides a acceptable standard of residential amenity, in accordance with Policy BE24 of the of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

12 NONSC Accessibility Provision

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

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

13 NONSC Details of foundations/ ground works

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground assets
- the balconies proposed on the proposed section A-A plan which are within the 2m exclusion zone will be subject to agreement with London Underground
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land or airspace
- accommodate ground movement arising from the construction thereof

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

14 NONSC Construction Management Strategy (including Crane Use Etc)

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. Such a strategy shall also include the details of cranes and other tall construction equipment (including the details of obstacle lighting). It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All

demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas and to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.7 of the London Plan (March 2016).

15 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from road traffic, rail traffic and internally generated noise from adjoining units 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 (road traffic) (rail traffic) (air traffic) (other) noise in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

16 NONSC Vibration Insulation

Development shall not begin until a scheme for protecting the proposed development from vibration has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of land separation, vibration control techniques and other measures, as are agreed by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by vibration in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 NONSC Noise Rating Level

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

18 NONSC Mechanical Ventilation

No development shall commence until the design of the mechanical ventilation is approved in writing by the local authority. The mechanical ventilation is required for all residential units of the proposed development at the ground and first-floor levels, as well

as those close to Pembroke Road at the second-floor level. Inlets for the ventilation should draw in clean air from the third-floor or higher, where nitrogen dioxide concentrations will be below the annual mean objective. Alternatively, inlets may be located at the ground to second-floor levels if the air is cleaned using NOx filtration to ensure that the occupants will receive clean air with annual mean nitrogen dioxide concentrations below 40 ug/m³ (below the objective). Care should be taken to locate the inlets away from any other sources of pollution, such as the Energy Centre exhaust flue and kitchen extracts.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

19 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/>.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 7.14 of the London Plan (March 2016) and paragraph 124 of the National Planning Policy Framework.

20 NONSC Low Emission Strategy/ Air Quality Action Plan

Prior to the commencement of development a Low Emission Strategy, with associated Air Quality Action Plan, demonstrating the management, control and significant reduction of NO₂, PM₁₀ and PM_{2.5} shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified. The measures shall include but not limited to:

Vehicular Traffic

- a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs
- b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs
- c) Installation of electric charging points
- d) Active promotion of cleaner vehicle technologies for all users of the development
- e) Active promotion of no idling

Technology

Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

Emissions

The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

Monitoring

The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

Reporting

The action plan must include details for reporting the results of the monitoring to the Local Authority.

REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and 7.14 of the London Plan (March 2016).

21 NONSC Details of car lift and maintenance/repair strategy

Full details of the car lift, including the manufacturer's specifications and performance data, together with a maintenance and repair strategy in the event of breakdown, shall be submitted to and approved in writing by the Local Planning Authority.

The car lift shall be retained, maintained and repaired when necessary in accordance with the approved details.

REASON

To ensure that car lift efficiency is maximized to reduce the frequency and time period of any breakdowns and the basement car park remains accessible, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

22 NONSC Revised Cycle Parking Provision

Notwithstanding the details submitted on Drawings No. PL-07 Rev. G, revised details of the provision to be made for cycle parking to include a total of at least 49 long stay and 1 short-stay spaces shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the revised details and the cycle parking spaces shall be permanently retained for so long as the development remains in existence.

REASON:

To ensure that adequate facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

23 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 (2016).

24 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 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.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of 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 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

25 NONSC Sustainable Water Management

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 follow the strategy set out in 'Flood Risk Assessment', produced by RAB dated Rev 3 Ref 1263B.

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

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most

- sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
 - iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
 - iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- b) Capacity of Receptors
- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
 - ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
 - iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- c) Minimise water use.
- i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage and flooding system.
- i. Provide a management and maintenance plan
 - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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 (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the

· Planning Practice Guidance (March 2014).

26 NONSC Flood Risk Prevention

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) version 3 dated December and the additional amended drawings submitted in February 2017 and the following mitigation measures detailed within the FRA.

Prior to commencement, a scheme for the management of flooding within the site shall be submitted to, and approved in writing by the Local Planning Authority. It will include:

- i) Provision of a Flood Action Plan to all future residents including plan and locations of appropriate refuge and evacuation routes etc, and explanations that the site is at risk.
- ii) Finished floor levels are set at 47.25m. A survey shall be submitted to and approved by the Local Planning Authority showing the as built levels comply.
- iii) Provision of the detail so the proposed screen will be submitted
- iv) A revised proposal for the reducing the extent of ground floor amenity to reduce the void space required
- v) Provision of compensatory flood storage on the site to ensure sufficient space is retained to control the surface water flood risk. As built ground level information submitted.

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 minimise the impact of flooding on the proposed development and future occupants and

To minimise the impact of the proposed development on the surrounding area.

i) by ensuring the satisfactory storage of/disposal of surface water from the site.

ii) by ensuring that compensatory storage of flood water is provided.

To comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DME1 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies, and

Policy 5.12 of the London Plan (March 2016), and

National Planning Policy Framework (March 2012), and the

Planning Practice Guidance (March 2014).

27 NONSC Energy Assessment

Prior to commencement of development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:-

1. Set out the annualised baseline energy demand (kWhr) and CO₂ levels (KgCO₂) of the development built to 2013 Building Regulations,
2. Set out the design measures and features that reduce the baseline emissions relative to the London Plan Hierarchy (be lean, be clean, be green),
3. Provide the impacts of the measures and features from [2] on the baseline energy demand and emissions [1],
4. Provide full details, including (but not limited to), of types of lighting, boiler specifications, Combined Heat and Power networks and plant technology, zero carbon technology including roof plans and PV specifications, and

5. Identify methods to monitor and maintain the development to ensure the targets are achieved and met consistently.

The development must proceed in accordance with the approved assessment.

REASON

To ensure the development contributes to a reduction in CO2 in accordance with Policy 5.2 of the London Plan (March 2016).

28 NONSC Ecological Protection and Enhancement Scheme

Prior to the commencement of development a scheme for the protection of existing ecological features and the landscaping on the eastern boundary along with the creation of new biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved details.

Reason

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

29 RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation, adhering to the New Homes 2016 Design Guide awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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 (March 2016) Policies 7.1 and 7.3.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2016) Town Centres
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality

LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
H4	Mix of housing units
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
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006 Planning Obligations Supplementary Planning Document, adopted

SPD-PO	July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 115 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.

4

The Council's Waste Services Manager provides the following general advice:

Design Considerations

a) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown below: -

Height: 1,370mm
 Depth: 990mm
 Width: 1,260mm

b) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

c) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

d) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

e) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

f) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

g) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

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

i) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle.

General Points

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

5

The Secure by Design Officer provides the following generic advice:

Where relevant, I would expect this development to incorporate all of the Secured by Design requirements detailed in the New Homes 2016 Guide.

The following measures have been developed to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of this site:

Public Realm

- Routes for pedestrians, cyclist and vehicles should be open, direct and not segregated from one another.
- Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings.
- Communal areas, such as playgrounds, seating or drying areas should be designed to allow supervision from nearby dwellings with safe routes for users to come and go.
- Windowless gable end walls adjacent to spaces for which the public have access should be avoided, as this prevents natural surveillance.

Boundaries / Gates

- Side and rear boundaries should be 2.1m in height (minimum), be positioned where possible at the front of the building line (if a recess is necessary, then not to exceed 600mm) and designed to avoid climbing aids. This can be achieved in a variety of different

ways, i.e. close board, panel, etc. but if a trellis topping is to be used, this should be diamond style trellis.

- Fencing between rear gardens should be 1.8m in height (minimum) and designed to avoid climbing aids.
- Chain link style fencing is not an acceptable option.
- Side gates should provide vision, be positioned where possible at the front of the building line, (if a recess is necessary, then not to exceed 600mm) 2.1m in height (minimum) and designed to avoid climbing aids, particularly around the hinges and locking mechanism.

Doors / Windows

- Recessed doorways should not exceed 600mm.
- Communal doorsets should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 2 or STS 202 Issue 3:2011 Burglary Rating 2.
- Communal doorsets should incorporate an automatic closing mechanism, automatic deadlock, with internal thumb turn, knob or handle - external entry should be restricted by key, key code, key fob, proximity reader or combination thereof.
- All easily accessible doorsets, including front, back, french, patio and balcony doors, should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 2, STS 201 Issue 4:2012, STS 202 Issue 3:2011 Burglary Rating 2, or LPS 2081 Issue 1:2014 Security Rating B. Due to crime problems associated with letter plate apertures, such as arson, hate crime, lock manipulation and 'fishing', Secured by Design strongly recommends, where possible, mail delivery via a secure external letter box or delivery 'through the wall' into a secure area of the building.
- All sliding and bi-fold doorsets not designated as the primary access/egress route should meet the same physical attributes as above.
- A door chain or opening limiter and internal letterbox shield should be fitted to all individual dwelling front doors.
- A door viewer should be fitted at a height of between 1200mm to 1500mm from the bottom of all front doors (not required with adjacent unobscured glazing).
- All easily accessible windows should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012, or LPS 2081 Issue 1 Security Rating A.
- All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.
- Windows that form an integral part of the doorframe should be shown to be part of the manufacturer's certificated range of doorsets. Alternatively where windows are manufactured separately from the doorframes, they should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012 or LPS 2081 Issue 1:2014. In such cases the window should be securely fixed to the doorset in accordance with the manufacturer's requirements.
- All glazing in and adjacent to communal, front, back and doors and ground floor windows and windows that are easily accessible above ground floor level, should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P1A.
- Communal entrance doors should have vandal resistant audio, visual access control panels, with electronic lock release - tradesperson release buttons are not permitted. Electronic access control proximity 'keys' and readers should be security encrypted to protect against unauthorised copying.
- Secure external mailboxes to serve each property should be fixed to the external face of the building.

Balconies / Terraces

- Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies.
- Drainpipes/soil pipes that provide access to flat roofs or balconies will require metal shrouds to prevent climbing (regardless of whether they are PVCu or not).

Parking

- Car parking areas should be close to the properties they serve, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.
- Basement parking facilities should have secure, controlled access, incorporating full height gates or barriers, accessed via key, key code, key fob, proximity reader or combination thereof. Electronic access control proximity 'keys' and readers should be security encrypted to protect against unauthorised copying.

Refuse / Cycle Storage

- Bin storage areas should be enclosed and incorporate a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.
- Cycle storage areas should, ideally be enclosed and built into the fabric of the building, be visibly permeable, incorporating a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.
- Where this is not possible, it should be sited in a secure communal area, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.

External Lighting / Alarm Systems, etc

- All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489.
- The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index - certification will be required.
- External lighting should be switched using a photoelectric cell (dusk to dawn) with a manual override.
- Utility meters should, where possible, be sited outside the front of the dwelling - alternatively they should be sited on the ground floor, between access-controlled doors (air lock system).
- A 13amp non-switched fuse spur, suitable for an alarm system, should be provided - if a full alarm system is provided, it should comply with: BS EN 50131 & PD6662 (wired system)/ BS 6799 (wire free system).
- If complete systems are installed and a police response is required, reference should be made to the ACPO Security Systems Policy, a copy of which can be obtained from the SBD website - www.securedbydesign.com

3. CONSIDERATIONS

3.1 Site and Locality

The application site lies towards the southern end of Ruislip town centre and comprises two sites. The main 0.19ha rectangular site of Fanuc House forms a corner plot located to the north of Ruislip Underground Station, on the eastern side of Station Approach, to the south of its junction with Pembroke Road and a small 90sq.m rectangular hardstanding area located to the east of the site, to the north of the access to the Station car park.

Fanuc House forms a two storey modern office building which fronts Station Approach with car parking at its rear, accessed from Pembroke Road and surrounding landscaping, the main area being on the south side of the building. The site slopes gently towards the south and there are a number of trees on site, mainly along the site's eastern and southern boundaries. The building is currently vacant.

Immediately to the south of the site is a small private car park, beyond which is the Grade II listed South Ruislip Underground Station and signal box on the Metropolitan and Piccadilly lines which is separated from the private car park by an access road which serves the station car park adjacent to the railway line further to the east. Metropolitan House (fronting Pembroke Road) and Central House (to its rear) immediately adjoin the site to the east which form part of an in-depth flatted re-development scheme, essentially comprising three / four storey blocks with accommodation in the roof, including some double floor roof elements. To the west, on the opposite side of Station Approach is Kings Lodge, an 'L' shaped 6 to 8 storey residential building. On the opposite side of Pembroke Road to the north is a 4 - 5 storey flatted block known as Pembroke House, the 3 storey Neyland Court and more traditional residential properties including bungalows to the east.

The town centre boundary runs along the eastern boundary of the site and also includes the railway and its car park to the south. The Ruislip Village Conservation Area is also located to the north west of the site and at its nearest point includes the parade buildings fronting High Street to the north of Pembroke Road. The site is covered by TPO 332 (although it appears that none of the protected trees remain) and has a Public Transport Accessibility (PTAL) Level of 4/5 (on a scale of 1 to 6, where 6 represents the highest level of accessibility).

3.2 Proposed Scheme

The proposal is to demolish the existing two storey office building and erect a part three, part four storey building comprising 40 units with basement parking, access and landscaping.

The proposed building would have a 'C'-shaped footprint and its west and north elevations would retain similar building lines along Station Approach and Pembroke Road to those of the present office building. The roof would comprise gabled and crown roof elements, including a green roof on the central flat roofed section. The building would comprise 12 studio, 19 x one bedroom and 9 x two bedroom units, with 4 of the units on the ground floor would be wheelchair accessible.

All of the units would have their own private balconies, with a communal amenity area, including a children's play area at the rear (east) of the building.

The proposed building would be raised above ground level so that on its southern end a void would be created to maintain the flow route for surface waters during heavy rainfall events.

Parking for 20 cars would be provided within the lower ground floor/ basement on site, including 4 disabled spaces, accessed via a car lift with vehicles utilising the existing access from Pembroke Road, 6 spaces sited adjacent to the access road, with a further 5 spaces being provided on the smaller area of the application site. Also provided within the basement would be two motorcycle parking spaces and 41 cycle parking spaces.

The application is supported by the following documents:-

Design & Access Statement:

This provides an introduction to the statement, outlining the key objectives of the scheme and relevant planning policy and guidance. A site analysis is presented and the design strategy for the development is identified. The outcome of pre-application discussions with officers are outlined and the design proposals are presented, including an assessment of the amenity space and landscaping. It goes on to provide an access statement and refuse strategy and sustainability issues are discussed. The statement concludes that the proposal would enhance the site and character of Ruislip town centre, provides good quality housing and would secure the long term sustainable use of the site.

Planning Statement:

This provides an overview of the development proposals, including a commentary on the pre-application discussions (noting that an earlier pre-application scheme including commercial units on the ground floor was not feasible due to LUL objections to access from Station Approach on health and safety grounds) and assessment of relevant planning policy. A brief analysis of the planning matters raised by the scheme is provided and the statement concludes by stating that the scheme accords with latest policy and the high quality, sustainable provision of new housing should be granted permission accordingly.

Noise and Vibration Impact Assessment Report:

This summarises the results of a noise and vibration assessment that was carried out to measure prevailing background noise levels and to assess the vibration impacts from rail and road traffic from the adjacent railway line and bus station. It goes on to provide the building performance requirements for specific elements that would be needed to provide a suitable residential environment to satisfy relevant current standards.

Construction Management Statement:

Archaeological Desk-Based Assessment:

This assesses the archaeological potential of the site.

Geo-Environmental Site Assessment, May 2016:

This provides an introduction to the report, describes the development and identifies the aims and objectives of the study. It describes the report's methodology and goes on to assess the likely contamination within the site and identifies its geotechnic properties to enable outline parameters to be established for foundation design and drainage. Results are presented, including a shallow water body being encountered in all the monitoring wells and asbestos, PAHs and heavy metals associated with the made ground associated with the office development and its car park exceeding adopted criteria for residential land use. It recommends additional groundwater monitoring is required to establish whether there is a persistent groundwater body present in order to finalise the type of foundation and additional quantification of the contamination is required to confirm classification for disposal and a verification plan is likely to be needed.

Arboricultural Impact Assessment, May 2016:

This assesses the impact of the development upon existing trees within and adjoining the site and makes recommendations on the proposed scheme.

Flood Risk Assessment, 5/12/16, Version 3.0:

This provides an introduction which notes that although the site is within Flood Zone 1, it has been identified as being at risk from surface water flooding and therefore the site specific FRA has been prepared to ensure that the development is safe and will not increase the risk of flooding elsewhere. It goes on to describe the site and the development proposals. It goes on to assess flood risk, advising that the NPPF does not require a sequential test to be undertaken, describes flooding events on site and assesses the sources of flooding. It goes on to construct a simple surface water model to assess flow paths which informs the mitigation measures required to minimize the risk of flooding to residents and surrounding areas.

Drainage Specification & Maintenance / Management Plan, October 2016:

This document provides a detailed management and maintenance plan for the various elements of the drainage system.

Landscape Management Plan, Dec. 2016:

This provides a detailed management and maintenance plan for the planted landscaping.

Sustainability Statement, Rev. 1.0, dated 27/5/16:

This provides an overview of the approach taken to incorporate and improve sustainability within the scheme's design. It focuses on the key topics of pollution and air quality; construction materials; energy/carbon emissions; waste; water and flooding and adapting to climate change.

Transport and Highways Impact Assessment, May 2015:

This introduces the study and outlines relevant national, regional and local planning policy as it relates to transport issues. It goes on to describe the site and the local transport network. The proposed development is described, including its access, parking and servicing arrangements. The report goes on to assess the trip generations and its impact, making a comparison with the existing office use. The report goes on to describe resident's travel initiatives, advising that the development will provide appropriate infrastructure to encourage sustainable travel, including provision of a resident's travel pack. The report continues by describing the Delivery and Servicing Plan, refuse collection arrangements and a Construction logistics Plan. The assessment concludes by stating that the site has an excellent level of accessibility by sustainable modes of travel with a PTAL rating of 5 and there is a wide range of education, leisure, employment and retail facilities within a 10 minute walking and cycling catchment area and that there are no reasons to refuse the proposal on highway capacity or safety, impact on the transport network or sustainability grounds.

Air Quality Assessment, May 2016:

This provides an assessment of the air quality impacts of the development, both in terms of the construction and operational phases of the development. The report makes recommendations for the various mitigation measures required to result in the construction and operational phases to have a negligible impact upon the surrounding area and for suitable air quality environment to be created for future residents.

Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment, Version 1.0, dated 18/12/15:

This provides an introduction to the study, describes the scope of the report, provides the site context and outlines the development proposals. The methodology is described, including a desk study, extended field survey, including internal and external building inspections for bats and a protective species assessment. The report concludes that Fanuc House itself has negligible potential to support roosting bats due to its metal roof,

although 2 trees within the wider site have medium potential due to the presence of 2 bat boxes but these would not be affected by the proposals. Scattered trees, scrub and introduced shrubs also have medium potential to support breeding birds, requiring mitigation. The site has negligible potential to support other protective species. Further ecological enhancement measures are recommended for the site.

Heritage and Townscape Appraisal, March 2016:

This provides an introduction to the study, and goes on to describe the site and its local and historical context, before considering the heritage and townscape context of the site. Relevant national, regional and local planning policy is outlined and the development proposals described before the report goes on to assess the impacts of the development on its surroundings. The study compares the impacts for compliance with relevant planning policy and concludes that the existing building has no heritage or townscape merit, but being in a sensitive location, the re-development of the site has implications for the setting of the Ruislip Village Conservation Area and the Grade II listed Underground Station, but with the regeneration of the site with this high quality architectural scheme, significant planning benefits accrue whilst preserving the heritage and townscape significance, compliant with planning policy and guidance.

Energy Statement:

This revised report assesses the various energy technologies available and makes recommendations for the preferred option.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no recent, relevant planning history concerning the re-development of the site other than a number of pre-applications enquiries concerning its residential redevelopment, the first for 40 sheltered units on site (26134/PRC/2015/7 refers), with three subsequent enquiries for standard residential units, which have involved the flatted block being reduced in size (26134/PRC/2015/41, 107 and 200 refer).

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.E7 (2012) Raising Skills
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- 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
- PT1.T1 (2012) Accessible Local Destinations

PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1 NPPF - Delivering sustainable development
NPPF2 NPPF - Ensuring the vitality of town centres
NPPF4 NPPF - Promoting sustainable transport
NPPF6 NPPF - Delivering a wide choice of high quality homes
NPPF7 NPPF - Requiring good design
NPPF8 NPPF - Promoting healthy communities
NPPF10 NPPF - Meeting challenge of climate change flooding coastal
NPPF12 NPPF - Conserving & enhancing the historic environment
LPP 2.15 (2016) Town Centres
LPP 3.2 (2016) Improving health and addressing health inequalities
LPP 3.4 (2015) Optimising housing potential
LPP 3.5 (2016) Quality and design of housing developments
LPP 3.6 (2016) Children and young people's play and informal recreation facilities
LPP 3.8 (2016) Housing Choice
LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13 (2016) Affordable housing thresholds
LPP 4.7 (2016) Retail and town centre development
LPP 4.8 (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
LPP 5.3 (2016) Sustainable design and construction
LPP 5.6 (2016) Decentralised Energy in Development Proposals
LPP 5.7 (2016) Renewable energy
LPP 5.9 (2016) Overheating and cooling
LPP 5.10 (2016) Urban Greening
LPP 5.11 (2016) Green roofs and development site environs
LPP 5.12 (2016) Flood risk management
LPP 5.13 (2016) Sustainable drainage
LPP 5.14 (2016) Water quality and wastewater infrastructure
LPP 5.15 (2016) Water use and supplies
LPP 6.3 (2016) Assessing effects of development on transport capacity
LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9 (2016) Cycling

LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
H4	Mix of housing units
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
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th July 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

191 neighbouring residential and commercial properties were initially consulted on the application, 3 site notices were displayed around the site on 6/7/16 and the application was advertised in the local press on 6/7/16. 17 initial responses have been received from individual consultees, making various comments which are summarized as follows:-

- (i) Building is too imposing on the surrounding area, particularly the historic Ruislip Station.
- (ii) In its listing, Ruislip Station described as 'one of the best preserved of the country stations'. With high buildings opposite and on Station Approach, the single storey station building is already dominated and would be viewed as if looking down a tunnel. New building height should be limited to the roofline of the new 4th floor - this would involve the loss of 2 flats and should include the screening of all conditioning plant, solar panels etc,
- (iii) Proposed plans do not specify the height of the proposed building and building exceeds height of other recent developments,
- (iv) Windows and glass doors would have a direct view into windows of No. 38 Kings Lodge, ruining current privacy,
- (v) Pluvial drainage is a major concern as this area has flooded 4 times in last 20 years. Along this part of Pembroke Road, with 106 apartments replacing approximately 12 houses with gardens in last 10 years, flooding has become worse, with flooding in July 2014 and June 2016 when the adjoining Central House and car park was under over two foot of water at its worst with ground floor

flats and cars being ruined, lift stopping and landscaping being badly affected. Proposal acknowledges that there is a 234sqm decrease in the permeable area. A further property development with basement would exacerbate the flooding issue as adequate drainage is already lacking so adequate attenuation measures and upgrade of Thames Water drains is imperative,

(vi) Proposal would put extra strain on the existing sewage system which has had problems in the past,

(vii) Entrance to proposed block is next to Station Approach, a busy terminus for buses and is in continuous use from early morning till late at night and with high volumes of traffic on Pembroke Road, particularly after adjoining flatted developments, including that at London Square. Traffic poses a danger to pedestrians, especially children that travel to and from school. Increasing number of vehicles will add further congestion and pollution to a gridlocked area, especially during peak times and school runs,

(viii) Building work would cause noise and disruption. Large vehicles would be bad during the construction period which would disrupt buses,

(ix) More congestion on tube,

(x) Parking for 33 cars (24 underground) would be inadequate given that each unit would be occupied by up to 4 persons and there is restricted parking around Fanuc House,

(xi) Where will delivery and service vehicles park,

(xii) Already vast number of apartments in Ruislip,

(xiii) Proposal would block natural sunlight to surrounding area and adjoining flats,

(xiv) The 'child play area' does not make up for the current green space that would be lost. Play area in adjoining development is not used,

(xv) Existing building should be converted instead - with less environmental disruption and impact,

(xvi) New residents could generate noise,

(xvii) Value of adjoining properties will decrease,

(xviii) No site notices have been displayed,

(xix) Flood Risk Assessment is incomplete on Council's system with pages missing.

Surrounding properties were re-consulted on 30/9/16, following the submission of revised plans. 10 responses were received, mainly re-iterating previous comments but also raising the following additional points which are summarized as follows:-

(xx) Residents are in the middle of an investigation with Thames Water and Hillingdon Council as regards flooding and should wait for these results before further building is allowed,

(xxi) Four storey development with roof garden could overlook adjoining development,

(xxii) Children's play area needs to be private for residents only with secure entrance,

(xxiii) Use of bark on landscaping should be avoided as blocks drains,

(xxiv) The pavement where the bus layovers are is very narrow and disabled users would struggle to use this, especially with street furniture in the way. All footways should be a minimum of 2m, the TA states some are 1.8m.

(xxv) The number of buses at the layover reaches maximum capacity on a daily basis during peak hours. Buses are seen to be queuing in the yellow box on Pembroke Road. Vehicles exiting the development would only add to this.

(xxvi) Existing office (1 car driver trip in AM and PM peaks), proposed residential (6 AM and 3 PM car driver trips) so the impact should be (5 AM and 2 PM car driver trips) - incorrect figures provided,

(xxvii) TRICS data - sites have been used in central London boroughs where there are likely to be less car driver trips. The site could have recorded traffic movements into and out of the new residential schemes on Pembroke Road as this would have provided a more robust trip generation assessment and therefore would impact the car driver trips.

(xxviii) The method of travel to work data for the local COA show 46% of residents drive to work. By using the all person trips from the sites they selected in TRICS there would be 29 car driver trips in the AM and 20 in the PM which is a substantial increase than their 6 in the AM and 3 in the PM predicted. This would also have a further impact on the local junction.

(xxix) 33 car parking spaces are provided for the 41 units - LBH require maximum of 1.5 spaces per

dwelling for flats, will 33 be enough? Especially when 30 of the flats have 2 or more people? On adjoining development there is an issue of people parking on street or in front of the car park or in other peoples spaces within the car park despite entrance security,
(xxx) No servicing trip generation - where will delivery vehicles wait and where will the refuse be collected?

A further round of public consultation took place on 19/12/16 following the submission of further revised plans. 5 responses have been received, again mainly re-iterating previously raised concerns but also including the following comments:

(xxxix) There is substantial discussion of the risk from rainwater flooding, much of it based on false assumptions. "LBH have not identified any specific risk in this area" - this may be true but only represents a failure of information flow. There has been substantial rainwater flooding in this area over the years, specifically to the east and north of the property with Nos. 19 and 27 being substantially damaged. The rainwater gully to the north of the property is regularly blocked and floods the street,

Much of the mitigation identified is to move water to the east of the property which is an area already vulnerable to flooding, and to prevent water entering the basement and if necessary to pump it out - into an area already flooded. Development should only be undertaken after work by Thames Water to increase the capacity of their surface water drain which is currently unable to cope with heavy rainfall,

(xxxix) Would only support proposals if no more than three stories and on same footprint as existing building so did not block light to adjoining property,

(xl) More greenery needed in area to soak up the rainwater, not more residents,

(xli) Underground parking needs to be risk assessed,

(xlii) Ruislip needs more affordable houses not flats which encourage overcrowding and no or minimal outdoor space, reducing quality of life, with increases in noise, pollution, congestion, accidents and strain on services,

(xliii) Ruislip is being overwhelmed and is losing its community feel,

(xliv) Ruislip station now operates 24 hours which would impact on the new residents. Buses disturb existing residents so new properties with open windows would experience noisy buses, loud commuters and bus staff smoking on the road.

RUISLIP VILLAGE CONSERVATION PANEL:

The Fanuc building stands very close to the Ruislip Village Conservation Area and more importantly from the point of view of the character and suburban history of Ruislip, in the station yard of Ruislip Metropolitan Line Station, which. along with the associated footbridge and Signal Box is a Grade II listed building.

The station, built in 1903 and opened the following year, was built to the same design as the original station at Uxbridge. It is a rare survivor of these single storey station buildings with a central gabled ticket hall erected on the Metropolitan Line. The design harmonised with the surrounding low level cottages and farmhouses, whilst hinting at the Arts and Crafts influenced houses soon to be built in Kingsend, the first new road leading from the station. The station became the hub of suburban Ruislip as Manor Farm and St Martin's at the other end of the High Street formed the focal point of rural Ruislip. Both these historic areas need to be preserved.

The station's surroundings have already suffered for more than fifty years from unsympathetic developments.

Last year planning permission was granted for the Fanuc Building to be converted from B1 to C3 use to provide 11 comfortable flats. The Conservation Panel members were happy to see an apparently empty building being put to practical use.

This present application, to demolish the existing building and replace it with a far bulkier and higher one is a completely different matter. The designer has looked only to existing unsuitably high recent developments along Pembroke Road and forgotten to even consider the listed station building.

Much could be said about the cramped living conditions in many of the 41 contemplated new flats, not to mention the obvious traffic problems they would engender, but our main concern is with the character of the station and its surroundings.

This application should be refused.

RUISLIP, NORTHWOOD AND EASTCOTE LOCAL HISTORY SOCIETY:

The Society is very concerned about this application to demolish FANUC House and replace it with a four storey block of flats as the location is so close to a grade 11 listed building and the boundary of the Ruislip Village Conservation Area.

The present building is two storeys high but the proposed replacement building will be four storeys high plus a roof top plant, which will be over dominant and too obtrusive. It will compromise and be unsympathetic to the Grade 11 listed Ruislip Station and signal box situated behind FANUC House. These buildings, which opened in 1904, were listed after much work by the Society as they represent a rare surviving example of a Metropolitan Line station in the original 'country style'.

On either side of this development there are already three storey and six storey flats, and a further four storey building will add to an over development of this end of Pembroke Road, which adjoins the Ruislip Village Conservation Area. The remainder of the road which is still lower density housing will also be detrimentally affected.

For all these reasons we ask that this application be refused.

Local Ward Councillor:

Objection.

The height and bulk of the building would result in overdominance impacting on the locally listed Ruislip station opened in 1905.

The parking provision is inadequate and access and egress is likely to be risky on a main road with heavy traffic.

GLAAS:

There are no objections to this proposal.

THAMES WATER:

Waste Comments:

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

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.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

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

We would expect the developer to demonstrate what measures he will undertake to minimize groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimize groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

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.

LONDON UNDERGROUND LTD.

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. This site is adjacent to and shares a property boundary with London Underground surface assets which include a 2 metres exclusion zone.

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground assets
- the balconies proposed on the proposed section A-A plan which are within the 2m exclusion zone will be subject to agreement with London Underground
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land or airspace
- accommodate ground movement arising from the construction thereof

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

MOD SAFEGUARDING:

This application is seeking full planning permission to demolish an existing office building and replace it with a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping.

The application site resides in the statutory safeguarding zone RAF Northolt and occupies the statutory aerodrome height 15.2m, birdstrike and technical statutory safeguarding zones surrounding the aerodrome.

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded. The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre and need to be kept free of obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely.

On reviewing the application plans, I can confirm that the MOD has no safeguarding objections to this proposal.

However, the MOD recognises that cranes may be used during the construction of tall buildings at this site. These may affect the performance of the Precision Approach Radar (PAR) and air traffic safety. If the redevelopment of this site does progress, it will be necessary for the developer to liaise with the MOD prior to the erection of cranes or temporary tall structures.

The MOD would request that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any

adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

In conclusion, I can confirm that the MOD maintains no safeguarding objection to this application subject to the inclusion of the above conditions and provided the overall height of the planned building does not exceed the 17m height stated, as part of any permission granted.

Internal Consultees

CONSERVATION/ URBAN DESIGN OFFICER:

This site lies on the southern approach to the Ruislip Village Conservation Area and close to the grade II listed station and signal box. There are no objections to the demolition of the modern office block that currently occupies the site. There have been pre-application discussions re this development. Following further extensive negotiations on the current application, there are no objections in design or conservation terms to this application. If minded to approve, please ensure that conditions are attached that require details of all external materials for the new buildings to be agreed; details of the entrance porch, external doors and windows; PVs and high level plant; and details of the boundary treatment and means of enclosure to be submitted for approval before the start of relevant work.

HIGHWAY ENGINEER:

Initial Highway Comments

- Site Access

The new access to the proposed development would be located along Pembroke Road, in the same position as the existing access. However, the access would be redesigned in order to cater for the proposed land use.

With reference to the design of the proposed access the following additional details are required:

- Visibility splays at the junction between the site access and Pembroke Road should be shown on the submitted drawings, to be constructed in line with recommendations set out in Section 7.7 of the Manual for Streets. Recommended distances are $x = 2.4m$; $y = 23m$, which appear adequate to the nature of Pembroke Road and prevailing vehicle speeds;

- The applicant must ensure that an unobstructed visibility above the height of 1.05m should be maintained from the site access for vehicles at least 2.4m in both directions along the back edge of the footway. Any fencing / hedging above 1.05m would have to allow drivers to be able to see through it. This is for the safety of pedestrians along the footway;

- In relation to the visibility requirements raised in the two paragraphs above, details of landscaping and fencing around the site entrance should be submitted, in order for LBH to evaluate whether these requirements are met;

-The submitted plans should clearly show any works to be carried out on the footway along the Pembroke Road site boundary to accommodate the new entrance. Such works should be funded by the developers;

- The submitted plans should also include swept paths, with a 300mm error margin, to demonstrate

that the access can accommodate an incoming and exiting vehicle together, without obstruction traffic on Pembroke Road.

Parking and Internal Layout

The width of the proposed ramp is 4.2m, which appears too narrow to provide efficient two way operations. It is recommended that the width be increase to 5.0m (preferred), with 4.5m an absolute minimum. Any width between 5.0 and 4.5m should be supported by swept paths of large cars travelling in opposite directions.

As an alternative to a wider ramp, shuttle operations may be proposed by the applicant.

Cross sections for the ramp should be provided in order to highlight any pinch point between cars and the garage roof. The preferred maximum gradient is 1:10.

Proposed parking spaces are as follows:

- 28 on-site car parking spaces and 5 off-site spaces (opposite side of Station Approach from Fanuc House) of which 20% will be suitable for electric vehicles with a further 20% suitable for future conversion. All car parking spaces will be a minimum 2.4m by 4.8m; 3 parking spaces would be designed as disabled bays. The on-site parking spaces would be located in an underground car park accessed by a ramp.

- Minimum 41 cycle parking spaces (all to be secure);

- 2 motor cycle spaces;

The proposed ratio of parking spaces to residential units is 0.8, which is in line with the ratio agreed at pre-application stage. All other parking provisions are in line with current policy and standards.

Concerns are raised with respect to the proposed parking provision:

- The applicant should specify current ownership and current use of the 5 proposed off-site parking bays. The applicant needs to demonstrate that the parking bays will be available to future residents for the duration of the development;

- The location of parking bays 26, 27, 28 and 29 is not supported by the LBH. These bays are located too close to the entrance and vehicles manoeuvring in and out would be in conflict with vehicles accessing and exiting the site, thus creating a safety hazard. These parking bays need to be moved to a different location. If necessary, stackers can be used in the car park to increase the number of parking spaces;

- Swept paths have been supplied to demonstrate manoeuvrability inside the basement car park. These should show a 300mm margin error. For some manoeuvres, there appears to be limited space available. The addition of the required error margin may result in the layout having to be revisited in order to ensure adequate internal manoeuvrability. More specifically, parking spaces 11 and 12 appear difficult to access;

- An allocation plan will need to be supplied in order to show which parking space will be allocated to which flat. This allocation should be retained in perpetuity through a legal agreement. It is recommended that, when allocating parking spaces, precedence should be given to larger units, as these are more likely to be occupied by families with greater requirement for use of private vehicles;

- A S106 agreement will be required to restrict eligibility of residents of dwellings (not allocated car parking), to apply for parking permits.

With reference to the cycle storage room, the applicant should provide more details as to how the room will be accessed and ensure that routes to and from the storage are convenient and attractive, in order to promote cycle use.

The servicing and delivery plan does not specify an area where delivery vehicles may be able to park on site. Drawing PL-06 Rev B (Proposed Site Plan) does not show an area suitable for delivery vehicles to park. The submitted layout should provide an area suitable for the temporary parking of delivery vehicles and swept tracks (with 300mm error margin) submitted in order to demonstrate sufficient manoeuvrability.

Refuse Bin Store

The location of refuse bin stores appears too far from the highway. Maximum walking distances for residents and for refuse collection operatives should be designed in compliance with recommendations set out in Building regulations 2010, Part H, Section H6, Paragraph 1.8.

Transport Impact

Trip Generation

A transport and highways impact assessment has been submitted in support of the application, prepared by Entran Ltd on behalf of the applicant.

There are some concerns regarding the submitted trip generation, specifically:

- It is not clear how the figures shown in Table 5.3 were estimated;
- The pre-application advice specifically required that TRIP generation be based on database sites that are comparable in terms of scale, parking provision and accessibility to the proposed development. However, the figures shown in Table 5.4 were derived using comparison sites located in areas such as Fulham, Regent's Park, Islington, Kensington and Bethnal Green. Of the 9 selected comparison sites, only a minority can be considered to be located in a truly suburban environment. Developments located in London inner zones are known to generate less vehicular trips when compared to similar developments in suburban areas;

- There is no indication of existing parking provisions at the comparison sites.

In light of this, it is possible that the trip generation presented by Entran Ltd might significantly underestimate actual vehicle trip generation at the site.

It is therefore recommended that different sites be selected, more representative of a suburban environment similar to Ruislip, in order to achieve a more robust estimate of future trip generation representing a worst case scenario. The selected sites should have a parking ration comparable to that agreed for the present development.

An explanation should be given as to how the figures shown in Table 5.3 were estimated.

Traffic Impact Assessment

The development site is very close to the Pembroke Road / West End Road / Kingsend / High Street junction, which is signal controlled and currently experiences congestion during peak hours.

Previous planning advice requested the impact of the proposals be assessed through the development of a LINSIG model to represent junction operations. The advice also specified that baseline conditions should be thoroughly assessed and base models calibrated and validated against site observations.

It is proposed that the issue of modelling be revisited after the revised trip generation has been submitted and agreed. Once the generated car trips have been estimated to a satisfactory level of accuracy, it will be possible to determine whether modelling of the nearby the Pembroke Road / West End Road / Kingsend / High Street junction will be necessary.

Additional Highway Comments

General

The following additional comments are provided in response to revised layout plans received in support of the application for the redevelopment of Fanuc House, 1 Station Approach, Ruislip. This document should be read in conjunction with the original comments.

Revised Car Park Layout

Under the new proposals, shown on drawing no. 15-271-PL-07 Rev F, the underground car park would be accessed via a lift rather than a ramp. Parking spaces provided at basement level would reduce from 22 to 20. As a result of these changes, access and manoeuvrability would improve for the underground car park.

The parking spaces provided at ground floor level (nos. 21 to 27 on drawing no. 15-271-PL-08 Rev G) raise a number of concerns: manoeuvre of vehicles parked on nos. 21 and 22 would conflict with vehicles entering and exiting the site, the manoeuvring area for nos. 24 to 27 would be 4m and therefore less than the recommended 6m minimum, and the visibility of parking space 27 would be obscured by the car lift.

For these reasons the proposed ground floor layout does not appear to provide the required level of safety and manoeuvrability.

The overall number of parking spaces has reduced by 1 under the new proposals. This is not ideal as it would bring the ratio below the agreed threshold of 0.8 agreed at pre-application stage.

Conclusions

With the exception of improved access and manoeuvrability of the basement car park, the revised proposals fail to address the initial comments. Failure to address those issues would result in an objection raised in relation to the highway aspect of the proposals, as it would not be possible to determine its compliance with Policies AM7 and AM14 of the adopted Hillingdon Local Plan, 2012, (Part 2).

Further Additional Highway Comments

General

The following additional comments are provided in response to revised layout plans received in support of the application for the redevelopment of Fancu House, 1 Station Approach, Ruislip.

Revised forecourt Layout

A revised ground floor plan drawing has been received showing new arrangements for the parking bays at ground floor level on the side of the access road.

The revised layout provides improved manoeuvrability for all the proposed parking bays. The revised layout would result in the loss of one space. While not ideal, it is considered that the loss of one parking space would not significantly reduce the overall parking ratio and the transport viability of the scheme.

The new layout is supported by swept paths for the least accessible bay (no. 21). It is considered that, overall, the parking and internal layout are now satisfactory.

Latest Highway Comments

I have now reviewed all the information and the previous comments on the subject.

The site is at the boundary of zones with PTAL 4 and 5, so the level of public transport accessibility is comparable with Central London locations. As a result, we can conclude that the site selected for the trip generation provide a reasonable estimate of future trip rates for the proposed development.

It is still unclear how the data presented in Table 5.3 of the Transport Assessment was obtained but, even if a sensitivity factor were applied to the net trip generation, these figures would still represent a small fraction of the total average traffic using the Pembroke / West End / Kingsend junction.

It is therefore anticipated that the predicted impact of the proposed development on the Pembroke / West End / Kingsend junction do not warrant a more detailed investigation.

TREES AND LANDSCAPE OFFICER:

This site is occupied by a former office block situated to the south of Pembroke Road and at the junction of Station Approach.

In the course of pre-application meetings it has been agreed with the design team that the only trees on the site which are to be retained are the selected specimens along the east boundary.

Prior to the current submission, a number of schemes have been proposed and amended.

Comment

The current Ground Floor Amenity Provision Plan by WCEC, dated 19/12/2016, refers to the narrow strip of land between Station Approach and the flats as 'Private Amenity Space'. This land is neither useable nor maintainable by the ground-floor residents, due to their raised balconies and the proposed use of this space as part of the drainage strategy. It should not be labeled 'private garden / amenity space' because it will need to be managed as part of the communal estate - albeit it should be gated to retain the privacy and security of the occupants of the ground floor flats.

My email of 7 February 2017 (to Chris Watts, Aspect Landscape and Darren Brown, Planning Consultant) confirms that a secure boundary (steel railings) should be provided along Station Approach together with an instant hedge which should be maintained to provide a tall but slimline living barrier.

Cross-sections and details of the levels and treatment of this boundary are required. Once agreed the Management Plan should be amended to address the future maintenance requirements.

On the planting plans the tree locations planted along the Station Approach boundary should be adjusted to ensure that the Carpinus are not directly opposite windows - from which they will block light. Ideally they should be positioned opposite blank walls.

Recommendation

No objection subject to the previously requested / amended detailing of the west boundary (hard and soft) and further fine tuning in accordance with conditions RES8, RES9 (parts 1, 2, 4, 5 and 6) and RES10.

WATER AND FLOOD MANAGEMENT OFFICER:

Recommendation

The site is shown to be at considerable surface water flood risk. An FRA has been undertaken to manage this risk and ensure that the site does not increase risk and provides more space for water within the site.

Comments

Drawings have been amended and additional information submitted in February has been submitted to address previous concerns.

Existing 100 Year CC 2m Flood Plan received 2/2/17

Proposed 100 Year CC 2m Flood Plan received 2/2/17

PL-23 Rev. A Ground Floor Amenity Space Provision Plan received 3/2/17

PL-22 Rev. B Proposed Flood Mitigation Plan received 3/2/17

As well as amendments to elevation and other drawings to reflect the requirements of the FRA.

Surface Water flood risk

A substantial area to the south of the current building is subject to surface water ponding of 300mm - 900 mm.

Information has been provided by the RAB FRA dated 5th December 2016 and provides sufficient reassurance on the impact of the proposal on the surrounding area, and that it reduces flood risk in accordance with the NPPF.

The flow route is maintained by the creation of a void underneath the south portion of the proposed building.

The proposed Drawing PL-18 Sections A-A are now revision E and Drawing PL-21 now rev C Section B-B and still do not include the levels of the bottom of the underfloor slab and its depth. However it does include further detail of the actual ground levels and those proposed so it can be clearly seen that the proposals of the FRA are incorporated into the design.

Further provision of the supports required to maintain the southern part of the structure have been provided to ensure the therefore the obstruction that may cause to any flow routes is minimised Drawings PL-18- Rev E.

The more detailed assessment of the volumes and depths and therefore levels is caveated with the wording that this modelling should not be relied upon to determine exact depths and impact. However that is exactly what this FRA uses it to do, this is misleading to the public as modelling is often used to indicate areas at risk and determine appropriate mitigation. This modelling information represents a more detailed analysis of the issues on the site.

The proposal also includes a basement and there is no site investigation to determine the groundwater risks to the site, that may increase risk elsewhere if not mitigated, and so a condition is requested.

It is supported that a green roof is to be provided within the sustainable drainage design. Details of this in cross section should be provided.

Clear calculations should be provided to demonstrate the provision of appropriate storage for the site.

The rainwater harvesting as recommended must also be included in the design.

Management Plan

A Drainage Specification & Maintenance / Management Plan (To be read in conjunction with UK Water Industry Research Ltd 'Civil Engineering Specification for the Water Industry' 7 th Edition, the Building Regulations 2000 Approved Document H and all relevant Engineers and Architects drawings) BWB Consulting 5 th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ Ref: LNA2042 Date: October 2016

This plan does not yet include any clearance or inspection of grills on the east side of the site to ensure they are no damaged and or are functioning.

There is concern about the ability to remove debris from the swale which runs along the west of the site between the railings and the overhanging balcony and the distance between the private amenity space and the railings to the south.

As it appears that the critical space which forms the flow route to the south is partially voided to provide just amenity space for a resident, this should be limited to only a balcony, of similar size to those on the first floor The same situation occurs with the private amenity space to the centre of the

east side of the building. Any walkways should also be at ground level reducing the voided areas, and making areas critical for flood storage open and much more accessible.

In addition as no detail of the screen has yet been provided a condition to require the detail of this is requested.

A plan for managing the water within the site during construction will also be required.

CONDITIONS required:

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 follow the strategy set out in 'Flood Risk Assessment', produced by RAB dated Rev 3 Ref 1263B.

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

a) Suds features:

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

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage and flooding system.

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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 (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

Flood Risk

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) version3 dated December and the additional amended drawings submitted in February 2017 and the following mitigation measures detailed within the FRA.

Prior to commencement, a scheme for the management of flooding within the site shall be submitted to, and approved in writing by the Local Planning Authority. It will include:

- i). Provision of a Flood Action Plan to all future residents including plan and locations of appropriate refuge and evacuation routes etc, and explanations that the site is at risk.
- ii). Finished floor levels are set at 47.25m. A survey shall be submitted to and approved by the Local Planning Authority showing the as built levels comply.
- iii) Provision of the detail so the proposed screen will be submitted
- iv) A revised proposal for the reducing the extent of ground floor amenity to reduce the void space required
- v). Provision of compensatory flood storage on the site to ensure sufficient space is retained to control the surface water flood risk. As built ground level information submitted.

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 minimise the impact of flooding on the proposed development and future occupants and
To minimise the impact of the proposed development on the surrounding area.

- i) by ensuring the satisfactory storage of/disposal of surface water from the site.
- ii) by ensuring that compensatory storage of flood water is provided.

To comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- Policy DMEI 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies, and
- Policy 5.12 of the London Plan (March 2016), and
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

ACCESS OFFICER:

In assessing this application, reference has been made to the 2016 London Plan, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations (2016 edition). 10% of the proposed residential units should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015.

As the proposed ground floor level would be some 800mm above the ground level one Station Approach, a sloping pathway would lead to both entrance lobbies.

Whilst the Design & Access Statement refers to an accessible pedestrian environment using pavers that are evenly laid and slip resistant, it remains unclear how the required gentle gradient could be integrated into the landscaping scheme.

Of the 28 parking spaces proposed, it is noted that only three would be designated accessible bays. To achieve a good standard of accessibility, each of the four required M4 (3) wheelchair accessible dwellings should have a parking space.

The supporting Design & Access Statement states that the proposed development would be accessible in accordance with Approved Document M, but no details appear to have been submitted, particularly in respect of the M4(3) units.

Further details are requested as follows:

1. Plans should be received to demonstrate how a gentle gradient could be integrated into a landscaping scheme to facilitate step free access.
2. The location of the four required M4 (3) units on the ground floor should be clearly shown on plan. Plans should be amended accordingly.
3. Floor plans at a scale of at least 1:100 should be submitted which clearly demonstrate the access zones and other provisions as set out in Approved Document M to the Building Regulations.
4. Drawing no: PL-11 Rev. I, should be amended to confirm that lift access would be provided to all floors.

Conclusion: revised plans should be received as a prerequisite to any planning approval. The following

Condition should be attached to any planning permission:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

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

ENVIRONMENTAL PROTECTION OFFICER (NOISE):

There are no objections to this application, subject to conditions requiring the submission of a noise protection scheme, vibration protection scheme, noise rating level and a Construction Environmental Management Plan.

Officer comments.

The requested conditions form part of the officer's recommendation.

ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

The application site falls within Ruislip Town Centre Focus Area. No objections are raised to the scheme, subject to conditions to ensure the provision of:-

- 1) mechanical ventilation - mechanical ventilation with suitable NOx/NO2 filters is required for all residential units of the proposed development at specific locations,
- 2) electric car parking spaces,
- 3) All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/> and
- 4) A Low Emission Strategy, with associated Air Quality Action Plan.

Officer's comment

These conditions form part of the officer's recommendation.

EPU (LAND CONTAMINATION):

I refer to the previous application for prior approval when a garden soil condition was advised on the basis of a refurbishment to residential. In the new application demolition and rebuild is proposed so a site investigation is necessary in addition to the desk study from 2015. The site investigation by WDE Consulting is submitted and involves 4 boreholes and 5 dynamic probes (engineering probes) around the building. The boreholes show that there is made ground of about 1 metre depth around the building perhaps from the car park, tennis court use and previous demolitions. Below this is natural ground consisting of the Lambeth Group (clay, silt, sand) which is a Secondary (A) Aquifer as regards groundwater. The testing of the ground did show some elevated levels of contamination including metals (arsenic, zinc and lead), poly aromatic hydrocarbons and one hot spot of asbestos. The boreholes are restricted to around the building and there may be unknown contamination below the building found after demolition.

It is essential that the gardens and landscaped areas have a clean soil cover and possibly a geotextile. It may be that some made ground will be removed. A verification plan / remediation strategy will be required prior to development starting.

No gas was found in one round and as there was no gas generating material no further gas tests are proposed by the consultant.

The report can be submitted in compliance with the contaminated land conditions of any permission given for the site. I would advise adding a recommended land contamination condition, which includes need for all imported soils for landscaping purposes to be clean and free of contamination.

Officer's comment

The EPU officer's recommended land contamination condition has been included in the officer's recommendation.

SUSTAINABILITY OFFICER:

Energy

I have no objection to the proposed development subject to a condition requiring the submission of a detailed energy assessment that specifies the annualised baseline energy demand (kWhr) and CO2 levels (KgCO2) of the development built to 2013 Building Regulations; the design measures and features that reduce the baseline emissions relative to the London Plan Hierarchy (be lean, be clean, be green); provides the impacts of the measures and features from [2] on the baseline energy

demand and emissions [1]; provides full details, including (but not limited to), types of lighting, boiler specifications, Combined Heat and Power networks and plant technology, zero carbon technology including roof plans and PV specifications and methods to monitor and maintain the development to ensure the targets are achieved and met consistently.

The recommended condition forms part of the officer's recommendation.

Ecology

There are currently bat boxes within trees on the eastern boundary. The proposed layout allows for the retention of landscaping in this area. Accordingly the likely impacts to bats is negligible and any Natural England license would most likely be forthcoming.

The following condition is however required:

Condition

Prior to the commencement of development a scheme for the protection of existing ecological features and the landscaping on the eastern boundary along with the creation of new biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved plans.

Reason

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

SECURE BY DESIGN OFFICER:

In principle I have no objections, however, I would like this development to achieve Secured by Design adhering to the New Homes 2016 Design Guide, and as such, I would request a planning condition to this effect.

WASTE SERVICES MANAGER:

The two bedroom (average) flats would each generate 170 litres of weekly and recycled waste giving a total weekly of 6,800 litres from all 40 households.

Minimum number of 1,100 litre bins required = 6

Therefore the 12 eurobins shown gives very good capacity for waste and recycling storage.

Suggest that initially 7 eurobins are on site for refuse only owing to contamination issues, then recycling bins can be added later.

Officer comment:

Further detailed comments are provided which have been added as an informative.

S106 OFFICER:

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

3. Travel Plan to include £20,000 Bond.
4. Affordable Housing Review Mechanism subject to verification of the FVA (if applicable)
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions Note to the planning officer: - Please note that to encourage in kind construction training schemes within the Borough the planning officer is expected to seek to promote and facilitate the contact between the applicant/ developer and the LBH Construction Training - Team once the development is considered acceptable in principle.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Loss of Office Space

There is no specific policy objection to the loss of office accommodation within the NPPF, London Plan or the Hillingdon Local Plan other than a strategic objective within the latter that employment land should be protected (Policy SO15, Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)). Within the emerging Development Management Policies (Revised Proposed Submission Version, October 2015), Policy DME3: Office Development at D) does advise that proposals involving the loss of office floorspace within designated town centres should be supported by evidence of continuous vacancy and marketing over a 12 month period. As the document has not been adopted, only limited weight can be attached to it.

Loss of building

The site does not fall within a designated conservation area and the existing building is of only limited architectural interest. As such, no objections would be raised to the loss of the building.

Housing

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that a mix of housing units should be provided with one and two bedroom units within town centres being preferable. As this scheme provides a mix of studios, one and two-bedroom units, no objections are raised to the proposed housing mix.

7.02 Density of the proposed development

Density

Policy 3.4 of the London Plan (March 2016) seeks to ensure that new residential developments achieve the maximum intensity of use compatible with the local context and character of the site and the capacity of local public transport. This site has a Public Transport Accessibility Level (PTAL) of 4 (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 of the London Plan advises that an appropriate residential density for this urban site would be in the range of 70 - 260 units per hectare (u/ha), (where units have a typical size of 2.7 - 3.0 hr/unit) and 200 -700 habitable rooms per hectare (hr/ha). The proposal would have a unit density of 216 u/ha and an habitable room density of 558 hr/ha, well within the Mayor's recommended range.

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

The application site is located outside, but close to the south eastern edge of the Ruislip Village Conservation Area and at the southern end of Station Approach, is the Grade II listed Ruislip Underground Station buildings, footway bridge and signal box on the opposite side of the railway line.

Ruislip Village Conservation Area

The north western corner of the site is sited some 40m from the boundary of the Ruislip Village Conservation Area which at this point comprises 2 storey parade buildings (with accommodation in the roof) which front the High Street to the north of Pembroke Road. The proposed building would respect the building line along this side of Pembroke Road and with a part three, part four storey height, would sit comfortably between the 6 - 8 storey Kings Lodge building to the west and the 3 storey Metropolitan House (with accommodation in the roof) to the east. Furthermore, the building would be of an appropriate design that reflects the character of the surrounding area so as not to be harmful to the character and appearance of the adjoining conservation area.

Ruislip Underground Station

Ruislip Underground Station, together with its footway bridge and a signal box located at the eastern end of the southern platform are Grade II listed. Following advice from the Council's Conservation/ Urban Design Officer, the scheme has undergone various revisions and is now three storey in height at the rear so as to reduce its impact of the listed Station building. The proposed building would be sited approximately 30m from the nearest part of the listed Station building and be separated by the mini-roundabout at the end of Station Approach that is used as a turnaround facility by the buses. As such, the proposed building would not be sited nearer to the station building than the adjoining Kings Lodge, nor be sited nearer to the railway line than the adjoining three storey Central House. The proposal would therefore maintain a similar space around the station and its three storey height would not have any greater impact on the station building as compared to existing buildings. The design of the building with a hipped roof facing the station would also mimic the adjoining development and subject to detailed design elements and appropriate materials which would be controlled by condition, would harmonise with the station building. The roof form would also allow any roof mounted photovoltaic panels and plant to be concealed and boundary landscaping would be retained. Therefore, the proposals would not appear unduly dominant and would fit within the surrounding context of the site so as not to harm the setting of the listed Ruislip Station buildings.

Archaeology

An Archaeological Desk-Based Assessment has also been submitted with the application. GLAAS advise that they have no objections to the scheme.

The Council's Conservation / Urban Design Officer advises that subject to the approval of detailed design elements and materials, the scheme is acceptable. The scheme is considered to comply with Policies BE3, BE4 and BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

MoD Safeguarding advise that the application site is located within the statutory safeguarding zone for RAF Northolt and the proposal occupies the statutory aerodrome height 15.2m, birdstrike and technical statutory safeguarding zones surrounding the aerodrome.

They advise that MOD has no safeguarding objections to this proposal provided the overall height of the planned building does not exceed the 17m height stated, but recognise that cranes may be used during the construction of tall buildings at this site which may affect the performance of the Precision Approach Radar (PAR) and air traffic safety and therefore recommend a construction management strategy condition that would include details of cranes and other tall construction equipment (including the details of obstacle lighting). This has been included in the officer recommendation.

7.05 Impact on the green belt

No green belts issues are raised by this proposed town centre re-development.

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (March 2016) 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 optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Saved Policies BE13 and BE19 of the Hillingdon Local Plan seek to ensure that new development complements or improves the character and amenity of the area, Policy BE35 requires developments adjacent to or visible from major rail connections to be of a high standard of design, layout and landscape, and that where the opportunity arises, important local landmarks are opened up from these transport corridors. 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 re-development of this site has formed the subject of a number of pre-application enquiries and the scheme has seen a number of revisions, following officer advice.

The current proposals respect the front building line along Pembroke Road. Although this is a predominantly residential street, with a strong suburban character over most of its length, in this vicinity within and on the periphery of Ruislip town centre, the residential character does mainly comprise higher density residential development, the main example of which is the adjacent, albeit converted former office building, Kings Lodge. Fanuc House sits between this and the adjoining flatted block development to the east. As discussed in S. 7.03 above, it is considered that the part three, part four storey height of the proposal would sit comfortably between the 6 to 8 storey height of Kings Lodge and the main 3 storey height of the adjoining Metropolitan House which does also have accommodation in the roof and to the typical suburban scale of development along Pembroke Road beyond. Due to the need to safeguard the residential amenities of this and the adjoining site, the proposed building would also maintain a large undeveloped gap of some 15m in the Pembroke Road frontage with a good depth of landscaping along the frontage that would assist with the assimilation of the building in the street scene. The design of the building incorporates staggered elements and a pitched roof which would mimic the design of surrounding buildings. The building would incorporate balconies along the frontage, but these have been discretely sited and designed and would be set back from the road frontage, with an element of screening provided by the landscaping.

Although there is no defined building line along this side of Station Approach, with Fanuc House being the only building present, the proposed building would maintain a similar set back from the road. As such, the view of the listed Station building would be maintained. The balconies on this frontage would also have some screening, provided by the boundary tree planting.

The Urban Design Officer raises no objections to the scale, height, massing and design of the proposed building and subject to the submission of detailed design and materials raises no further concerns with proposals.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential

properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a minimum 21m distance should be maintained between facing habitable room windows and private amenity areas such as balconies and patio areas (considered to be a 3m deep area adjoining the rear elevation of a property) in order to safeguard privacy.

The nearest residential properties to the application site are the flatted blocks immediately to the east (Metropolitan House and Central House). These are sited quite close to the shared side boundary, which reduces to approximately 5.7m in the case of Metropolitan House and these blocks have main habitable room windows facing the application site. In terms of the separation distances, the proposed main block would maintain a minimum separation distance of 15.0m between the projecting northern rear wing and the nearest part of Metropolitan House and 15.4m between the southern projecting rear wing and Central House, with the main bulk of the proposal maintaining a minimum distance of 21.2m between the neighbouring flatted blocks. Given that this is a town centre site, where development densities can reasonably be expected to be higher as compared to other areas, the bulk of the proposal would mainly be viewed against the existing bulk of Times House from west facing habitable room windows in Metropolitan and Central Houses and the bulk of the proposed building has been broken up from these neighbouring properties and at its nearest point, it does satisfy the Council's minimum 15m separation distance, it is considered that the relationship between the blocks is acceptable, particularly as there is an existing mature hedge and tree screen along the boundary that would assist in softening the impact of the block, particularly during the summer months.

The only part of the proposed building that would be within 15m of the neighbouring properties is the basement car park entrance block at some 11.0m, but this is only a small single storey element that would largely be screened from ground floor windows by the existing boundary hedge.

Given the relationship and separation distances between the blocks, there would also not be any significant overshadowing of the neighbouring properties.

In terms of privacy, the proposed east facing windows in the projecting wings would be secondary or serve non-habitable rooms so that they can be made non-openable and obscure glazed and the windows in the main bulk of the block would be more than 21m from the habitable rooms windows in Metropolitan and Central Houses (although these neighbouring blocks have a ground floor amenity area adjacent to their windows, this area is not particularly private as it is already overlooked by neighbouring flats within these blocks and the boundary fencing and the existing hedge would afford some privacy to this ground floor amenity area from the proposal.

As regards the surrounding properties to the north of Pembroke Road and those within Kings Lodge, these elevations already front busy road frontages and the north elevation of the proposed block would be sited some 30m from the nearest properties opposite on Pembroke Road and the west elevation would be some 23m from the nearest Kings Lodge flats/ elevation fronting Station Approach.

On this basis, it is therefore considered that the scheme would not result in any significant loss of residential amenity to surrounding residential properties, by reason of loss of

lighting, dominance or loss of privacy and the scheme complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)'.

7.09 Living conditions for future occupiers

- Internal living space

The proposed flats would have internal floor areas ranging from 39.6sqm to 42.9sqm in the case of the studio units; 50.9sqm to 58.9sqm in the case of the 1 bed, 2 person units; 64.0sqm to 66.9sqm in the case of the 2 bed, 3 person units and 70.6sqm to 77.3sqm in the case of the 2 bed, 4 person units. These floor areas are sufficient to satisfy the London Plan's minimum internal floor areas of 39sqm, 50sqm, 61sqm and 70sqm respectively for each type of flat unit.

All the habitable rooms would have a good outlook from their main habitable room patio doors/windows. Furthermore, the majority of the units would have their main aspect facing either south, east or west, with some dual fronted units. A total of 7 units would have a mainly northern aspect, but of these, two would also have a large clear glazed window serving the open plan dining room/kitchen facing west (Units 18 and 30), with all the other units (Units 9, 19, 21, 31 and 33) having at least one good sized window serving the open plan dining room/kitchen facing east, which although needing to be obscure glazed, would still permit direct sunlight to enter the main habitable room. As such, it is considered that the units would provide a suitable outlook and adequate sunlight to their main habitable rooms to ensure that a reasonable standard of residential amenity would be afforded.

- External amenity space

The proposal includes a communal garden area at the rear of the block, including a children's play area and all the units would have a private balcony/terrace areas. The balconies would range in size from 4.9sqm to 10.5sqm and have a minimum depth of some 1.5m.

The Council's amenity space standards would require a total of 845sqm of external amenity space (31 x 20sqm and 9 x 25sqm). The proposal would provide some 488sqm of usable communal amenity space, whilst the areas of the private balconies/terraces would total 278sqm which give a total of 766sqm. The Council's HDAS 'Residential Layouts' at paragraph 4.19 does state that 'Exceptions to garden area requirements will only apply in special circumstances such as the provision of small non-family housing, predominantly made up of 1 bedroom units, in town centres or the provision of small non-family housing above shops. However, even in these areas, care should be taken to provide some usable and reasonable private outdoor amenity space, perhaps in the form of balconies. Larger flatted developments in town centres, in excess of 10 units, will be expected to provide adequate private amenity space, having regard to the above guidelines.' This is a town centre scheme where the majority of the units would be studios/one bedroom flats. All the units would have their own good sized balcony/terraced area and there would be a good sized communal garden at the rear. Furthermore, the site is located within 500m walking distance of the recreation ground on Pond Green to the east and within 720m walking distance of the park at the end of Shenley Avenue to the east. As the amount of amenity space would account for approximately 90% of that required by the Council's standards, it is considered that the scheme would provide an adequate amount of amenity space, having sufficient regard to the Council's standards. However, as discussed in Section 7.17, the size of the ground floor balconies may need to be altered to allow adequate access for the maintenance of the surface water vents on the southern portion of the building and this issue will be a matter for update on the Addendum Sheet.

A number of the balconies/terraced areas would be less than ideal in terms of the quality of the space provided, notably those fronting Station Approach on the ground and first floors as a result of the proximity of the road frontage and adjacent bus stop(s)/ terminus in terms of their privacy and possible exposure to noise and vibration and other emissions. The agent has provided a number of examples around London, where residential units and balconies have a similar relationship with adjoining bus stops and main roads. Furthermore, most of the ground floor balconies/terraced areas would be raised above pavement level and would have an 'instant' hedge along the frontage which will help to mitigate their lack of privacy, particularly those on the ground floor. Furthermore, the Council's Environmental Protection Officer did not raise objection to the provision of these balconies on noise exposure or air quality grounds and importantly, Station Approach does not provide a through route, and only provides access to the parking facilities provided by adjoining residential developments and the Station car park. As compared to main roads, it is therefore only lightly trafficked and in terms of the buses, engine idling is increasingly being discouraged and it is also likely to be only a matter of time before buses become electric with little noise or emissions.

It should also be noted that building works within 2m of Station Approach would also be subject of a license agreement with London Underground Limited (LUL) which would include the balconies fronting Station Approach. The agent was asked to pursue this with LUL, but they have been advised by LUL that agreements can not be pursued until planning permission has been granted. LUL in their comments on this application only mention the license agreement and do not raise objection to the scheme on this basis. A condition has been added to ensure that the external amenity space provision is provided on site prior to the occupation of the units.

It is therefore considered that overall, the scheme would provide an acceptable quantitative and qualitative standard of amenity space, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (September 2012).

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 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The application has been supported by the submission of a Transport and Highways Impact Assessment. The Council's Highway Engineer has assessed the scheme and the submitted information and advises that Pembroke Road is a classified road on the Council Road Network whereas Station Approach is within private ownership. There are footpaths on both road frontages. The site has a PTAL value of 4/5 (good) which is a result of the bus services nearby and the proximity to Ruislip Station. The site is surrounded by parking

restrictions in both Pembroke Road and Station Approach.

In the light of initial officer comments, the scheme has been revised, with a significant amendment being the replacement of a ramped access to the basement with a level access, allowing the adjoining parking spaces to be accessed, but this has resulted in the need for a car lift. A condition has been added to ensure that details of the car lift are provided and an appropriate maintenance/repair strategy is in place in the event of breakdown.

The proposal involves utilizing the existing access from Pembroke Road.

Traffic generation

The Council's Highway Engineer advises that having reviewed the traffic generation figures provided, the estimated traffic flows from the proposed development are likely to be very slightly (ie. less than 5 trips in the peak hour) in excess of that from an 650 sq.m office use. The TRICS values obtained for the existing use were low given the on-site car parking provision so were re-adjusted but how this was achieved was not clear. However, the Highway Engineer advises that even with a sensitivity factor applied it is unlikely that the impacts on the nearby Pembroke Road/West End Road junction would be significant. The TS suggested that with such low additional trips the impact of the development would be negligible given the peak flows through the junction are in excess of 1500 vehicles per hour. The TS makes initial comments on a Residents Travel Plan and outline comments on a Construction Logistics Plan along with a Delivery and Servicing Plan which should the application be approved detailed documents should be conditioned for all three documents.

Parking

The revised proposal would include a total of 31 parking spaces, with 20 spaces, including 4 disabled person spaces within the basement, 6 spaces adjacent to the access road and a further 5 spaces provided on the separate part of the application site accessed from the service road leading to the Ruislip Station car park. This equates to a parking ratio of 0.775 spaces per unit. The Council's standards would allow for a maximum provision of 1.5 spaces per residential unit, but as the site has a high PTAL score of 4/5, being next to the underground station and bus terminus, the proposed ratio is only marginally less than the 0.8 ratio of provision (which would require 32 spaces) previously accepted on the adjoining flatted re-development scheme to the east (App. No. 66985/APP/2011/3049 refers), the Highway Engineer advises that no objections are raised to level of provision, given the high level of accessibility of the site. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15.

In order to comply with London Plan standards, 20% of the car parking spaces should be served with active electric charging points, with a further 20% being easily capable of conversion in the future. This has been dealt with by condition.

The applicant has shown plans for the provision of 41 cycle parking spaces in the basement along with 2 motorcycle parking spaces. The London Plan (March 2016) standards require 49 long stay spaces (1 space per studio and 1 bed-room units and 2 spaces per all other units) and 1 short term space (1 space per 40 units) . The scheme is marginally deficient but a condition has been added to ensure London Plan compliant cycle parking provision is provided.

The scheme would also provide 2 motorcycle parking spaces in the basement which is acceptable.

7.11 Urban design, access and security

URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

ACCESS

This issue is addressed in Section 7.12 of the report.

SECURITY

The Metropolitan Police's Secure by Design Officer has reviewed the application and raises no objections subject to the development adhering to the security principles of Secured by Design and to this end, recommends a condition. This forms part of the officer recommendation.

7.12 Disabled access

The Council's Access Officer has reviewed the application and advises that 10% of the proposed residential units should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015. Each of the four required M4 (3) wheelchair accessible dwellings should have a parking space.

The officer goes on to advise of a number of detailed areas where further clarification/details are required to ensure full compliance with relevant policy. Amended plans are awaited. The Access Officer's recommended condition forms part of the officer recommendation.

7.13 Provision of affordable & special needs housing

Affordable Housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 40 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. 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's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 that 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, approximately 14 units of the 40 units proposed would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

The NPPF states that planning obligations should not be so onerous as to make schemes

unviable, and that where appropriate the development economics of proposals should be taken into account.

A full Financial Viability Assessment (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The FVA has confirmed that the scheme is not capable of providing any affordable housing on site, which has been verified by the third party assessor and is therefore considered acceptable. However, the assessor recommends a review mechanism to ensure that if the scheme is delayed, its viability is re-assessed in the light of future economic conditions. This forms part of the S106 Agreement.

In this case there would be benefits arising from bringing a vacant town centre site back into use, which would outweigh the limited provision of affordable housing.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The site is covered by TPO 332, although it appears that none of the protected trees remain. The Council's Tree/ Landscaping Officer advises that in the course of pre-application meetings, it has been agreed that the only trees on the site which are worthy of retention and are to be retained are the selected specimens along the east boundary of the site.

The officer does not raise any objections to the revised landscaping scheme, including the play area which now includes a narrow strip between the ground floor balconies on Station Approach providing access so the instant hedge along this boundary can be maintained by the management company of the flatted block to provide a tall but slimline living barrier, interspersed with Carpinus trees which will not be directly opposite windows, but positioned opposite blank walls so as not to block sunlight.

The officer raises no objections to the revised plans, subject to conditions RES8, RES9 (parts 1, 2, 4, 5 and 6) and RES10.

Ecology

The application has been supported by the submission of a Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment. In terms of the likely ecological interest on the site, the report advises that Fanuc House itself has negligible potential to support roosting bats due to its metal roof, although 2 trees within the wider site have medium potential due to the presence of 2 bat boxes, but these would not be affected by the proposals. Scattered trees, scrub and introduced shrubs also have medium potential to support breeding birds which would require mitigation. The site concludes that the site has negligible potential to support other protective species and recommends that further ecological enhancement measures are undertaken on the site.

The Council's Sustainability Officer has assessed the submitted report and advises that in terms of the bat boxes within trees on the eastern boundary of the site, the proposed layout allows for the retention of landscaping in this area and accordingly the likely impacts to bats

is negligible and any Natural England licence would most likely be forthcoming.

The officer does advise of the need for a scheme for the protection and enhancement of existing ecological features which has been conditioned as part of the officer's recommendation.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The proposal includes the provision of 12 eurobin store enclosure adjacent to the entrance to the building.

The Council's Waste Services Manager advises that as the minimum number of 1,100 litre bins required is 6, the 12 eurobins shown gives very good capacity for waste and recycling storage.

As such, the proposals therefore accord with planning policy requirements.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

A revised Energy Statement has been submitted in support of the application. This provides an outline specification, including a PV array on the roof and a gas fired central boiler system that would provide a minimum 35% reduction in carbon emissions over Part 1 of the 2013 Building Regulations.

The Council's Sustainability Officer has reviewed the revised assessment, following making initial comments and raises no further objections to the scheme, subject to a condition to ensure that details of the energy efficiency measures are submitted.

This forms part of the officer recommendation.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a revised Flood Risk Assessment and a

Following review by the Council's Water and Flood Risk Officer, the assessment has been revised and additional information has been submitted. The current FRA advises that in order to mitigate the risk of pluvial flooding on site, a simple surface water model was constructed to estimate flow paths on site. In order to not to obstruct these flow paths and to ensure the building would not be susceptible to flooding, the finished floor level would be 47.25 AOD which would accommodate the 1% AEP plus a 40% allowance for climate change. Due to the sloping ground levels, this would involve raising the building above

ground level on the southern portion of the building to create a void underneath through which surface water can flow. The basement would be vulnerable below this level, and in order to safeguard this area, the car lift access would have waterproof walls on three sides, with an automated flood gate on the entrance. The basement itself would have a pump to expel any excess accumulation of water. The access road would be slightly raised and the surface waters would be directed to two swales running to the east, through the amenity area and a smaller one to the west (passing under the ground floor balconies) of the building. It is estimated that the swales would provide an additional 18cubic metres of water storage on site as compared to the current situation. Also SuDs drainage techniques are considered and would be implemented where possible, such as a green roof. The FRA also advises that although the evacuation route to the north west could potentially be under water during a flooding event, this represents an acceptable risk, although more vulnerable residents may require assistance from emergency services.

The Council's Water and Flood Risk Officer advises that the site is shown to be at considerable surface water flood risk with a substantial area to the south of the current building subject to surface water ponding of 300mm - 900 mm and the FRA provides sufficient reassurance on the impact of the proposal on the surrounding area, and that it reduces flood risk in accordance with the NPPF by providing more space for water within the site.

The flow route is maintained by the creation of a void underneath the south portion of the proposed building. The officer does go on to advise of a number of clarifications/revisions that are required, mainly concerning issues surrounding how the flow paths will be maintained, with accessing vents below the finished floor level on the building etc. Amended plans are awaited to deal with these issues which may have some implications in terms of the precise size of the ground floor raised balconies which will be reported on the Addendum Sheet. The officer also supports the green roof that is to be provided within the sustainable drainage design and rainwater harvesting is also recommended which must also be included in the design. A plan for managing the water within the site during construction will also be required.

The officer also raises a number of matters where further detail is required, including no site investigation to determine the groundwater risks to the site of the basement which may increase risk elsewhere if not mitigated and clear calculations should be provided to demonstrate the provision of appropriate storage for the site, but the officer advises that these matters can be dealt with by conditions, which form part of officer's recommendation.

On this basis, it is considered that the scheme complies with Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (March 2016).

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

A Noise and Vibration Impact Assessment Report has been submitted with the application which advises of the building performance, including specifications for the non-glazed building facade and the glazed elements, including any trickle vents that would be needed to provide a suitable residential environment to satisfy relevant current standards.

One particular element that was not assessed, both in terms of noise and air quality were the balconies, notably the balconies fronting Station Approach which would be particularly susceptible to noise, vibration and other pollutants from traffic and waiting buses. However, it would be a matter of choice for the residents as to whether they choose to use them or not at a particular time and it is considered that the scheme is better with this provision than not (also see comments regarding balconies in Section 7.09 above).

The Council's Environmental Health Officer has reviewed the application, including the supporting Noise and Vibration Assessment and advises that the scheme is acceptable, subject to conditions requiring the submission of a noise protection scheme, vibration protection scheme and a Construction Environmental Management Plan, together with a condition which specifies the noise rating level. These form part of the officer recommendation. As such, the scheme complies with Policy 7.15 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

Air Quality

An Air Quality Assessment has been submitted with the application which advises that the surrounding study area has poor air quality, particularly as regards nitrogen dioxide levels along the High Street, close to the application site. The study goes on to advise that there would be a medium risk of dust generation during demolition works, with a low risk during the rest of the construction phase. The study recommends various mitigation measures to reduce dust so that any impacts would not be significant. After the flats are brought into use, the proposed development would affect air quality, but the impact of the traffic movements would be negligible and the emissions from the energy centre would be insignificant. Air quality conditions for new residents are predicted to be above the nitrogen dioxide annual mean objective at the ground and first floor levels as well as second floor level close to Pembroke Road. Mitigation is therefore recommended, including mechanical ventilation. With these measures in place, the construction and operational air quality impacts of the proposed development have been assessed as not significant and the development would meet the London Plan's requirement that new developments are at least 'air quality neutral.'

The Council's EPU Officer (Air Quality) has reviewed the application and the submitted Air Quality Assessment and advises that the application site falls within Ruislip Town Centre Focus Area, but there are no objections to the proposal, subject to conditions to ensure that mechanical ventilation with suitable NOx/NO2 filters is required for all residential units of the proposed development at the specific locations, provision of electric car parking spaces, all Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/> and a Low Emission Strategy, with associated Air Quality Action Plan is provided.

These conditions form part of the officer's recommendation and therefore it is considered that the proposal complies with Policy 7.14 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

7.19 Comments on Public Consultations

Comments (i), (ii), (iv) - (viii), (x), (xi), (xiii), (xiv), (xvi), (xviii), (xxi), (xxii), (xxv), (xxvii) - (xxxiii), (xxxv) - (xxxvii) of individual responses and those of the Ruislip Village Conservation Panel and Ruislip, Northwood and Eastcote Local History Society have been addressed within the officer's report.

As regards point (iii), the submitted plans have been drawn to scale. In terms of Point (ix), the scheme would contribute toward public transport improvements through the Mayoral CIL contribution. Point (xii) regarding proliferation of flatted blocks in Ruislip is noted but policy encourages additional residential units in town centres. As regards Point (xv), this is noted but still need for planning applications to be considered on their planning merits. Point (xvii) is not a planning matter. As regards (xix), the incomplete FRA was resolved soon after the application was received and there have been further re-neighbour consultations since. As regards point (xx), there is no current investigation between Hillingdon and Thames Water. Point (xxiii) is noted. As regards (xxiv), the Highway Engineer advises that the current proposals do not alter the existing adjoining footways nor would it result in any material greater use as compared to the current use of the site and therefore this is not an issue that would require mitigation.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that the S106 needs to cover/seek contributions for the following:-

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond.
4. Delivery and Servicing Plan.
5. Affordable Housing Review Mechanism subject to verification of the FVA (if applicable)
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The scheme is also Mayoral and Council CIL liable.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

Land Contamination

The Council's Environmental Health Officer (Land Contamination) advises that the site investigation undertaken shows that there is made ground of about 1 metre depth around the building (perhaps from the car park, tennis court use and previous demolitions) and below this is natural ground consisting of the Lambeth Group (clay, silt, sand) which is a Secondary (A) Aquifer as regards groundwater. The testing of the ground did show some

elevated levels of contamination including metals (arsenic, zinc and lead), poly aromatic hydrocarbons and one hot spot of asbestos. The boreholes are restricted to around the building and there may be unknown contamination below the building found after demolition. The report advises that no gas was found in one round and as there was no gas generating material no further gas tests are proposed by the consultant.

The officer advises that the report is sufficient to support the application. Although contamination is present at the site, it is not at a level that cannot be remediated for the proposed use. The officer does advise that a contaminated land condition is required and it is essential that the gardens and landscaped areas have a clean soil cover and possibly a geotextile. It may be that some made ground will be removed. A verification plan / remediation strategy will be required prior to development starting.

The officer's recommended condition forms part of the officer's recommendation.

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

10. CONCLUSION

This scheme seeks the residential re-development of this brownfield site within the Ruislip town centre.

There are no objections to the loss of the office use or the building, which has little architectural or historical merit and there are no objections in principle to the site's residential re-development.

The site does have a number of constraints which impinge upon its redevelopment, namely, the need to maintain the setting of the adjoining Grade II listed Ruislip Station building and the character and appearance of the adjoining Ruislip Village Conservation Area, safeguard the amenities of the adjoining residential occupiers and with the site being susceptible to pluvial flooding, mitigate flood risk to this and surrounding sites.

It is considered that the scheme satisfactorily deals with these constraints, subject to the recommended conditions. Although the scheme is slightly deficient in terms of the overall amount of amenity space provided on site, it is considered that it would satisfy design guidance which advises that amenity spaces standards can be applied more flexibly for mainly non-family accommodation in town centre locations. The scheme also does not provide any affordable housing but the application has been supported by a Financial Viability Assessment which has been reviewed and accepted by a third part assessor, subject to a review mechanism should the scheme be delayed.

The scheme does make a commensurate contributions as part of the S106 Agreement.

The application is recommended accordingly.

11. Reference Documents

NPPF (March 2012)

London Plan (March 2016)

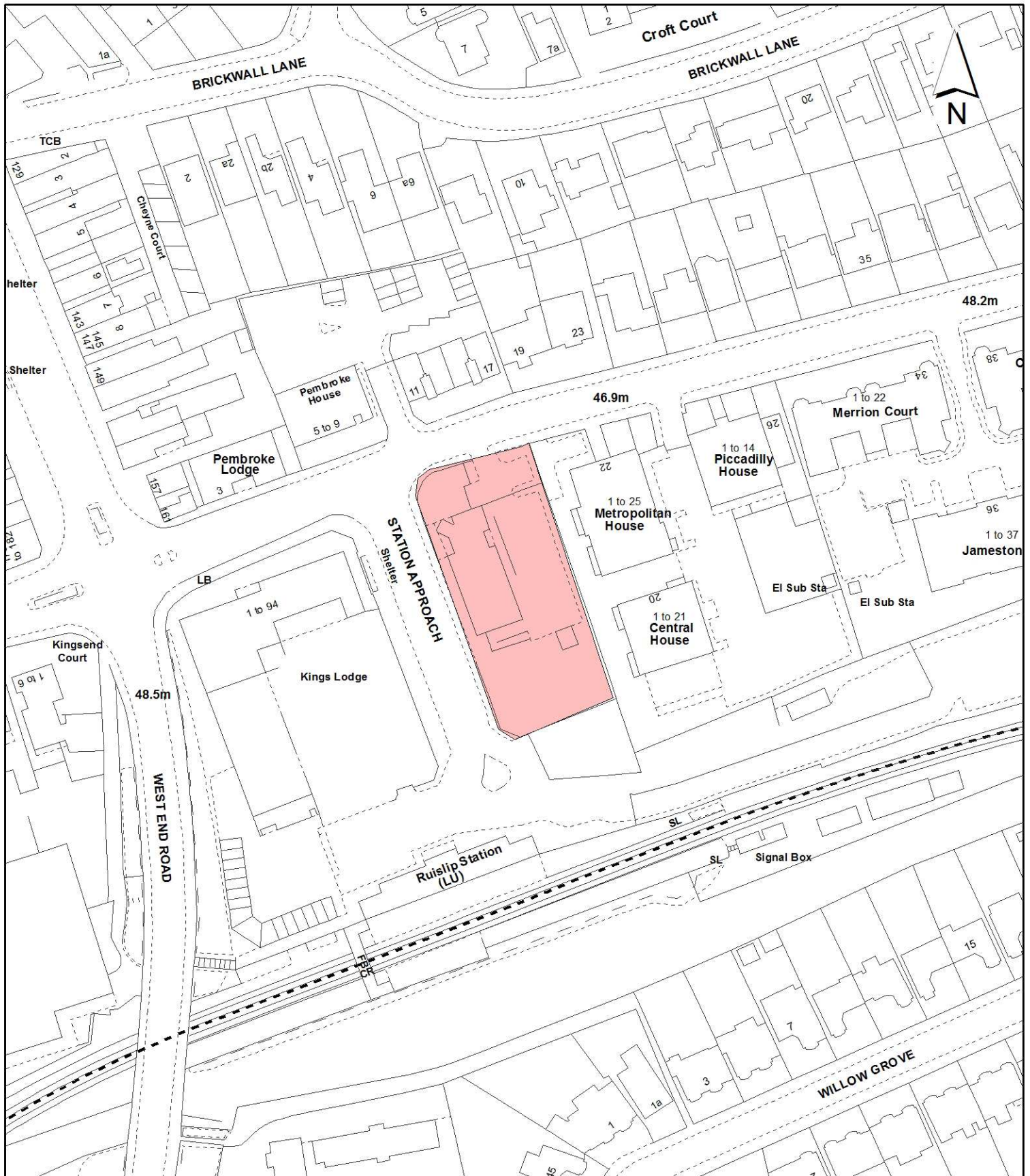
Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

Fanuc House

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
26134/APP/2016/1987

Scale:
1:1,250

Planning Committee:
Major Page 147

Date:
March 2017



HILLINGDON
 LONDON

This page is intentionally left blank

Plans for Major Applications Planning Committee

Tuesday 14th March
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Sport and Green Spaces

Address 36-40 RICKMANSWORTH ROAD NORTHWOOD

Development: Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking (Re-consultation following receipt of revised plans including highway works)

LBH Ref Nos: 69978/APP/2016/2564

Date Plans Received: 01/07/2016 **Date(s) of Amendment(s):** 01/07/2016
Date Application Valid: 06/07/2016



willcoxandmeilwies

DRAWING TITLE		DWG TYPE		REV		SCALE	
Location Plan		PL		00		1:1250 @ A3	
PROJECT No	170	DRAWN	KR	CHECKED	BW	STATUS	
DATE	11/01/2016					For Approval	

CLIENT	
Howarth Homes	
PROJECT	
Rickmansworth Road Northwood	

REV	DATE	DESCRIPTION	DRAWN
00		Rev 1:16 Issued for planning	KR

Circle Hill Works, 13 Circle Hill, Wincobury, Berkshire, SL4 1PD
 t: +44 (0) 1753 839669 f: +44 (0) 1753 831113
 www.willcoxandmeilwies.com

RIBA #



willcoxandmeilwes	
PROJECT: Rickmansworth Road ADDRESS: Rickmansworth Road DATE: 2018/03/11 DRAWN BY: [Name] CHECKED BY: [Name]	SCALE: 1:200 @ A1 SHEET: 04 TOTAL SHEETS: 04 PROJECT APPROVAL: [Date] RIBA # [Number]



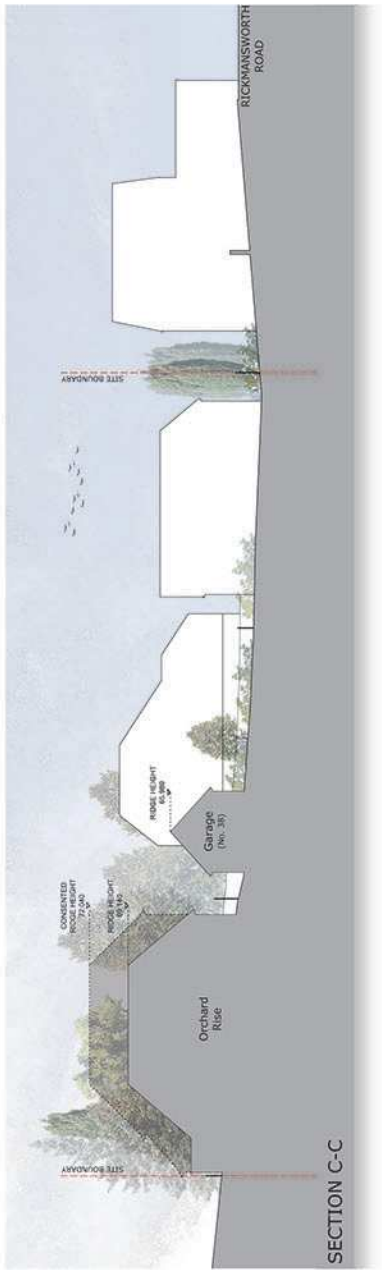
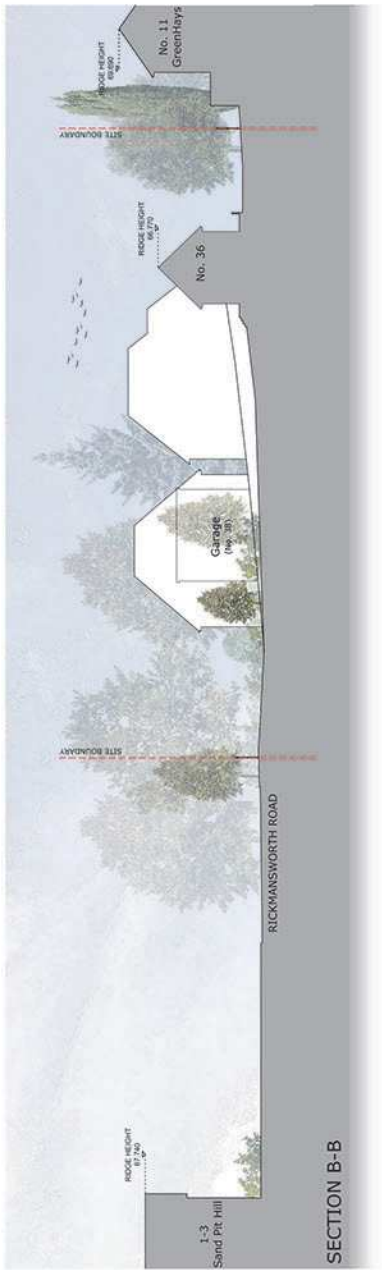
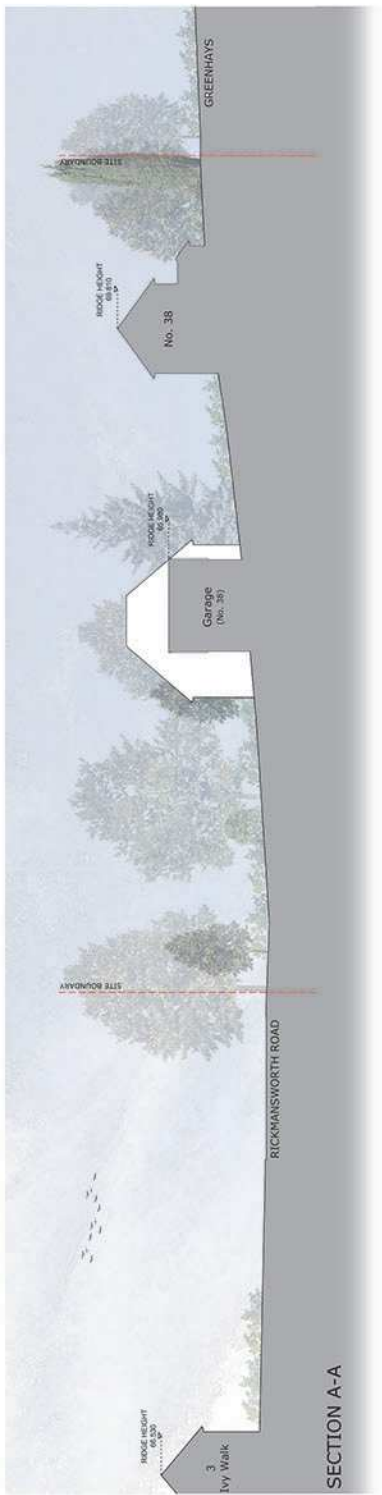
Recreation Site

Rickmansworth Road

Sloped Surface

Indicated and depicted extent of
high visibility safety areas
to be kept clear of
to be kept below 600mm

DATE	12/08/11
BY	DM
CHECKED	DM
DATE	12/08/11





REV	DATE	DESCRIPTION	DRAWN	CHKD
01	21/03/2016	As per 10/10/15 plan		

CUSTOMER	Homefirst Homes
PROJECT	Rickmansworth Road Northwood
DATE	21/03/2016
PROJECT NO.	170
PL	200
DATE	21/03/2016
CR	KR
CHKD	BW
STATUS	For Approval
SCALE	1:200 @ A2

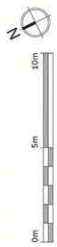
willcox and meilwies

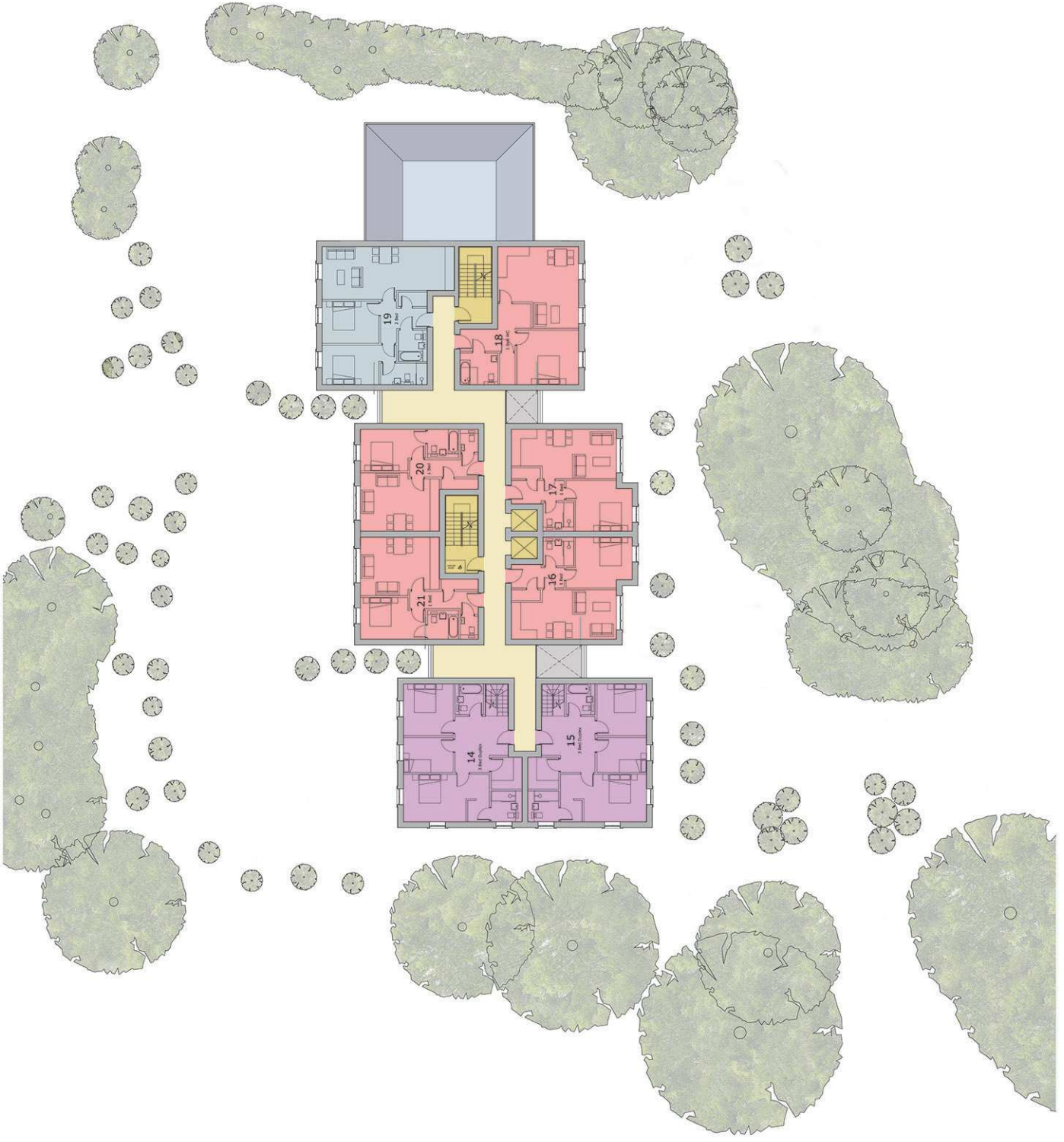
DRAWING TITLE Proposed Ground Floor Plan
PROJECT NO. 170
PL 200
DATE 21/03/2016
CR KR
CHKD BW
STATUS For Approval
SCALE 1:200 @ A2

CUSTOMER Homefirst Homes
PROJECT Rickmansworth Road Northwood
DATE 21/03/2016
CR KR
CHKD BW
STATUS For Approval
SCALE 1:200 @ A2

This drawing is prepared by Willcox and Meilwies for the client named above. It is the property of Willcox and Meilwies and shall not be reproduced or used in any other project without the written consent of Willcox and Meilwies. The Client agrees to indemnify Willcox and Meilwies against all claims, damages, losses and expenses, including reasonable legal costs, which may be incurred by Willcox and Meilwies in connection with this drawing.

RIBA #





willcox and meilwies	
CLIENT Honorath Homes	PROJECT Rickmansworth Road Northwood
PROJECT NO. 170	DATE 21/03/2016
PL. DATE 02	DRWN. KR
REV. NO. 202	CHECKED BW
SCALE 1:200 @ A2	STATUS For Approval
REVISIONS	
REV.	DATE
1	21/03/2016
2	21/03/2016
3	21/03/2016
4	21/03/2016
5	21/03/2016
6	21/03/2016
7	21/03/2016
8	21/03/2016
9	21/03/2016
10	21/03/2016
11	21/03/2016
12	21/03/2016
13	21/03/2016
14	21/03/2016
15	21/03/2016
16	21/03/2016
17	21/03/2016
18	21/03/2016
19	21/03/2016
20	21/03/2016
21	21/03/2016
22	21/03/2016
23	21/03/2016
24	21/03/2016
25	21/03/2016
26	21/03/2016
27	21/03/2016
28	21/03/2016
29	21/03/2016
30	21/03/2016
31	21/03/2016
32	21/03/2016
33	21/03/2016
34	21/03/2016
35	21/03/2016
36	21/03/2016
37	21/03/2016
38	21/03/2016
39	21/03/2016
40	21/03/2016
41	21/03/2016
42	21/03/2016
43	21/03/2016
44	21/03/2016
45	21/03/2016
46	21/03/2016
47	21/03/2016
48	21/03/2016
49	21/03/2016
50	21/03/2016
51	21/03/2016
52	21/03/2016
53	21/03/2016
54	21/03/2016
55	21/03/2016
56	21/03/2016
57	21/03/2016
58	21/03/2016
59	21/03/2016
60	21/03/2016
61	21/03/2016
62	21/03/2016
63	21/03/2016
64	21/03/2016
65	21/03/2016
66	21/03/2016
67	21/03/2016
68	21/03/2016
69	21/03/2016
70	21/03/2016
71	21/03/2016
72	21/03/2016
73	21/03/2016
74	21/03/2016
75	21/03/2016
76	21/03/2016
77	21/03/2016
78	21/03/2016
79	21/03/2016
80	21/03/2016
81	21/03/2016
82	21/03/2016
83	21/03/2016
84	21/03/2016
85	21/03/2016
86	21/03/2016
87	21/03/2016
88	21/03/2016
89	21/03/2016
90	21/03/2016
91	21/03/2016
92	21/03/2016
93	21/03/2016
94	21/03/2016
95	21/03/2016
96	21/03/2016
97	21/03/2016
98	21/03/2016
99	21/03/2016
100	21/03/2016

DESCRIPTION

1: 21/03/2016 (Based on planning)

2: 21/03/2016

3: 21/03/2016

4: 21/03/2016

5: 21/03/2016

6: 21/03/2016

7: 21/03/2016

8: 21/03/2016

9: 21/03/2016

10: 21/03/2016

11: 21/03/2016

12: 21/03/2016

13: 21/03/2016

14: 21/03/2016

15: 21/03/2016

16: 21/03/2016

17: 21/03/2016

18: 21/03/2016

19: 21/03/2016

20: 21/03/2016

21: 21/03/2016

22: 21/03/2016

23: 21/03/2016

24: 21/03/2016

25: 21/03/2016

26: 21/03/2016

27: 21/03/2016

28: 21/03/2016

29: 21/03/2016

30: 21/03/2016

31: 21/03/2016

32: 21/03/2016

33: 21/03/2016

34: 21/03/2016

35: 21/03/2016

36: 21/03/2016

37: 21/03/2016

38: 21/03/2016

39: 21/03/2016

40: 21/03/2016

41: 21/03/2016

42: 21/03/2016

43: 21/03/2016

44: 21/03/2016

45: 21/03/2016

46: 21/03/2016

47: 21/03/2016

48: 21/03/2016

49: 21/03/2016

50: 21/03/2016

51: 21/03/2016

52: 21/03/2016

53: 21/03/2016

54: 21/03/2016

55: 21/03/2016

56: 21/03/2016

57: 21/03/2016

58: 21/03/2016

59: 21/03/2016

60: 21/03/2016

61: 21/03/2016

62: 21/03/2016

63: 21/03/2016

64: 21/03/2016

65: 21/03/2016

66: 21/03/2016

67: 21/03/2016

68: 21/03/2016

69: 21/03/2016

70: 21/03/2016

71: 21/03/2016

72: 21/03/2016

73: 21/03/2016

74: 21/03/2016

75: 21/03/2016

76: 21/03/2016

77: 21/03/2016

78: 21/03/2016

79: 21/03/2016

80: 21/03/2016

81: 21/03/2016

82: 21/03/2016

83: 21/03/2016

84: 21/03/2016

85: 21/03/2016

86: 21/03/2016

87: 21/03/2016

88: 21/03/2016

89: 21/03/2016

90: 21/03/2016

91: 21/03/2016

92: 21/03/2016

93: 21/03/2016

94: 21/03/2016

95: 21/03/2016

96: 21/03/2016

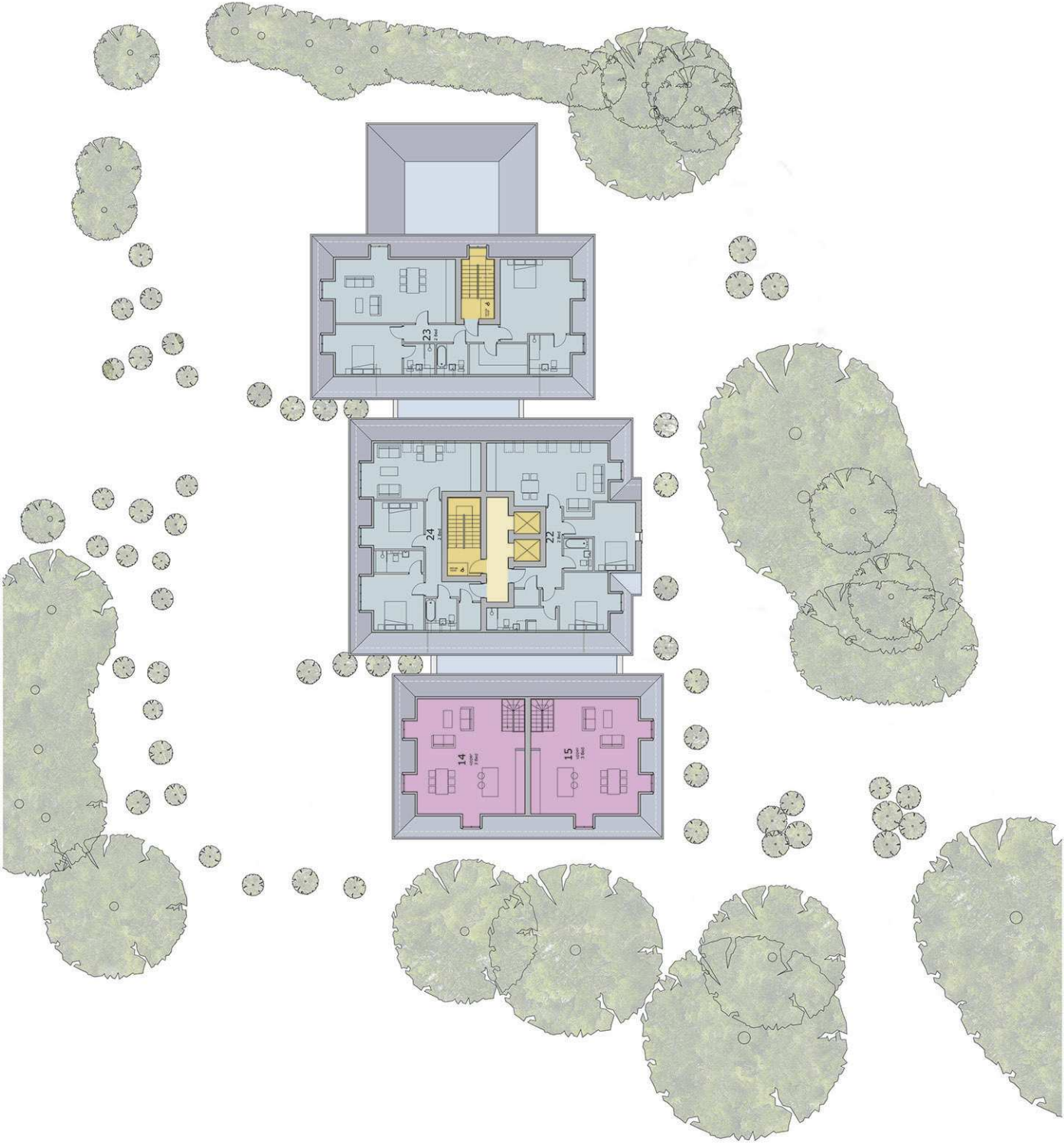
97: 21/03/2016

98: 21/03/2016

99: 21/03/2016

100: 21/03/2016





DRAWING TITLE	Proposed Third Floor Plan	KEY	SCALE
PROJECT NO.	170	DWG NO.	203
DATE	21/03/2016	DRAWN	KR
		CREATED	BW
		STATUS	For Approval

CURVEY	Homerth Homes
PROJECT	Rickmansworth Road Northwood

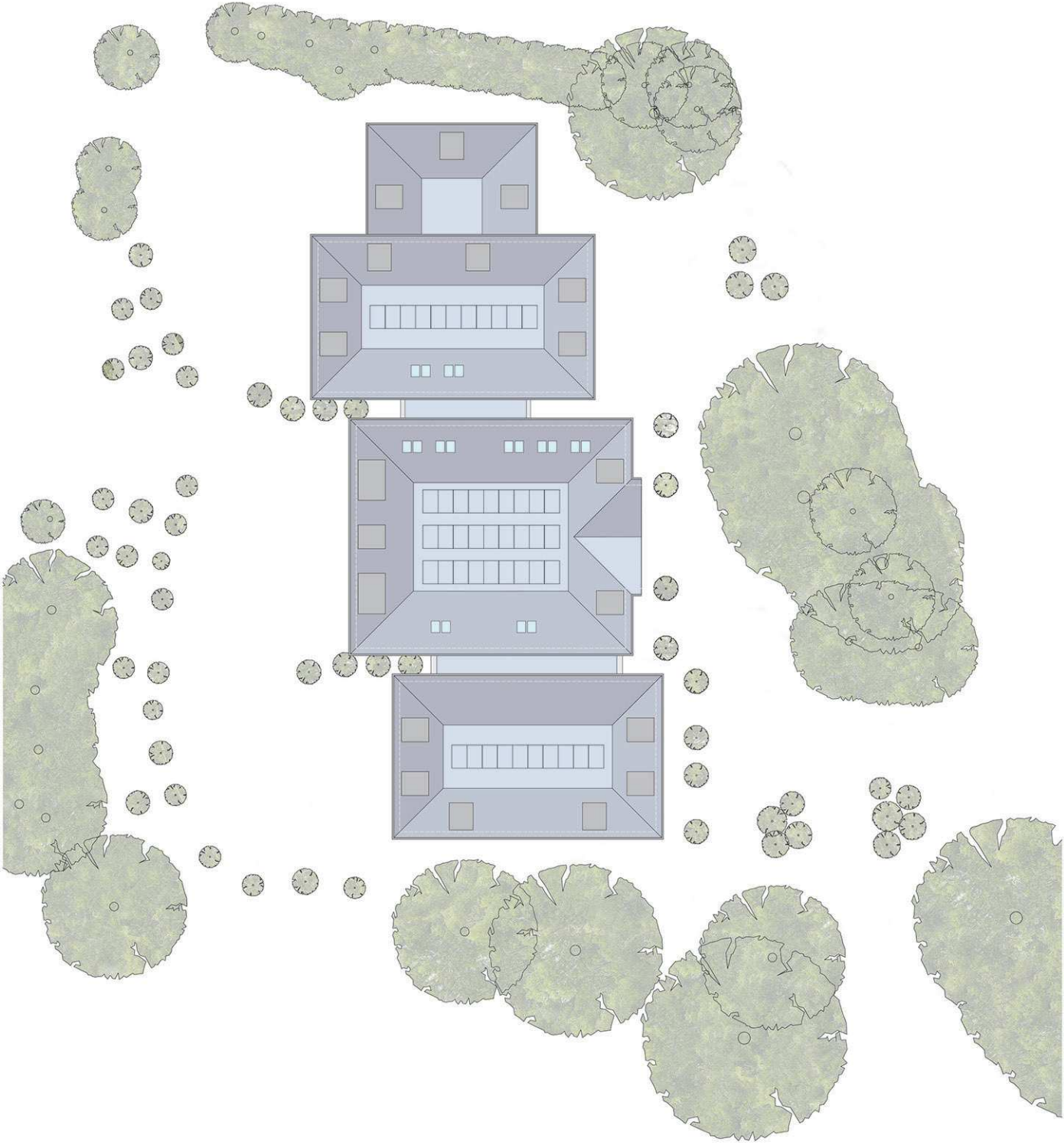
REV	DATE	DESCRIPTION
01	21/03/16	Issued for planning

The drawings are prepared by Willcox and Meilwies for the client named herein. The drawings are not to be used for any other purpose without the written consent of Willcox and Meilwies. The drawings are not to be used for any other purpose without the written consent of Willcox and Meilwies.

Willcox and Meilwies
100, The Quadrant, Northwood, Middlesex, HA8 7JL
Tel: +44 (0) 1883 811111
www.willcoxandmeilwies.com

RIBA #





REV	DATE	DESCRIPTION	DRAWN	BY
01	21/03/2016	PL	PL	PL
02	21/03/2016	CR	CR	CR

CLIENT
Homerth Homes

PROJECT
Rickmansworth Road
Northwood

DRAWING TITLE
Proposed Roof Plans

PROJECT NO.
170

DATE
21/03/2016

PLANTING
PL

DATE
21/03/2016

CRACKED
CR

willcox and meilwies

SCALE
1:200 @ A2

STATUS
For Approval

RIBA #





REV	DATE	DESCRIPTION	DRAWN	CD
03	08/16	Issued for planning		CD

CLIENT		DRAWING TITLE	
Howarth Homes		Proposed North West Elevation	
PROJECT	Rickmansworth Road Northwood	DWG No	301
		PL	301
		DRAWN	JP
		CHECKED	BW
		DATE	25/08/2015
		REV	03
		SCALE	1:200 @ A3
		STATUS	For Approval

<p>Copyright © 2015 Willcox and Meilwes Architects. All rights reserved. The Client to check all dimensions and report any variations or omissions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without express permission.</p> <p>Willcox and Meilwes Architects, 13 Colville Hill, Windsor, Berkshire, SL4 1PD T: +44 (0) 1753 839460 F: +44 (0) 1753 831113 www.willcoxandmeilwes.com</p>	<p>RIBA #</p>
--	---------------

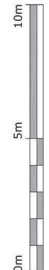


willcoxandmeilwes

REV	DATE	DESCRIPTION	DRAWN
03	8/9/16	Issued for planning	CD

CLIENT		DRAWING TITLE	
Howarth Homes		Proposed South East Elevation	
PROJECT	Rickmansworth Road Northwood	DWG No	303
		PL	303
		DATE	25/08/2015
		DRAWN	JP
		CHECKED	BW
		STATUS	For Approval
		REV	03
		SCALE	1:200 @ A3

<p>Scale: 1:100 (Metric), 1:50 (Imperial). The Designer to check site dimensions and report any variations or omissions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without explicit permission.</p>	<p>Circle Hill Works, 13 Church Hill, Windsor, Berkshire, SL4 1PP t: +44 (0) 1753 839660 f: +44 (0) 1753 831113 www.willcoxandmeilwes.com</p>
---	---



RIBA #



willcoxandmeilwies

REV	DATE	DESCRIPTION	DRAWN	CLIENT	DRAWING TITLE	PROJECT No	DWG No	REV	SCALE
03	08/16	Issued for planning	CD	Howarth Homes	Proposed North East Elevation	170	302	03	1:200 @ A3
				PROJECT Rickmansworth Road Northwood					
				Client: Will Homes, 13, South Hill, Windsor, Berkshire, SL4 1PD t: +44 (0)1753 839660 f: +44 (0)1753 831113 www.willhomes.co.uk	DATE 25/08/2015	DRAWN JP	CHECKED BW	STATUS For Approval	



RIBA



REV	DATE	DESCRIPTION	DRAWN
03	08/16	Issued for Planning	JA

CLIENT
 Howarth Homes

PROJECT
 Rickmansworth Road
 Northwood

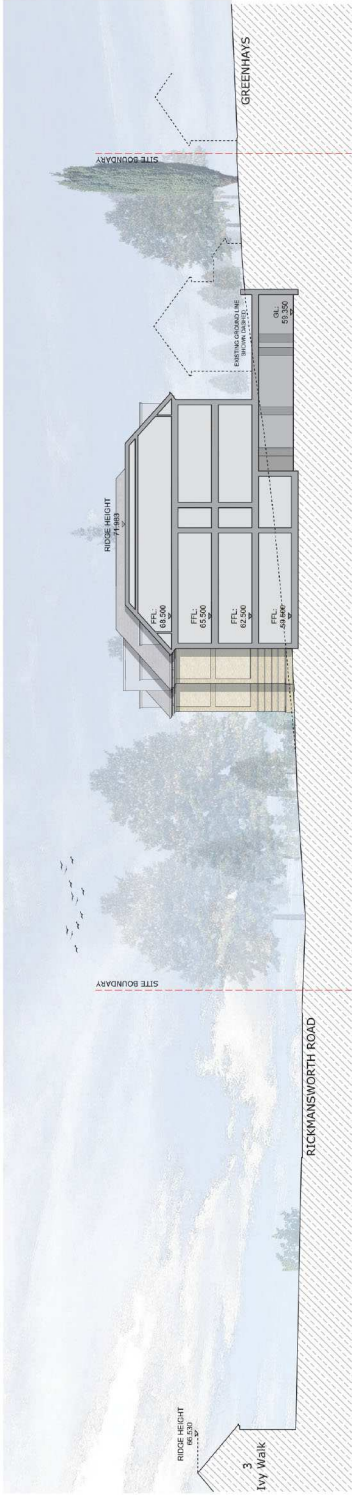
Coopers Hill Works, 13 Coopers Hill,
 Windsor, Berkshire, SL4 1PD
 T: +44 (0) 1753 839460 F: +44 (0) 1753 831113
 www.hoh.co.uk

DRAWING TITLE			
Proposed South West Elevation	DWG TYPE	REV	SCALE
170	PL	03	1:200 @ A3
DATE	DRAWN	CHECKED	STATUS
25/08/2015	BW	BW	For Approval

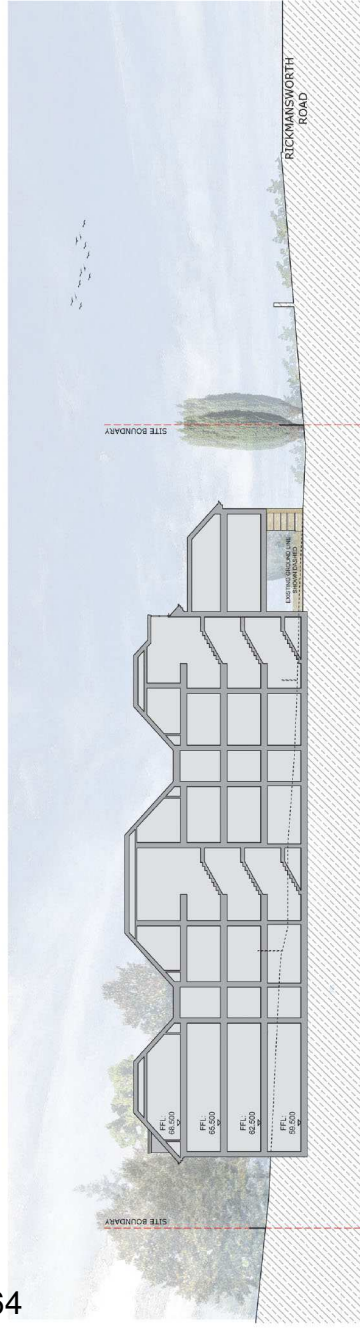
This drawing is the property of Willcox and Melville. The Client to check all dimensions and report any variations or omissions to Willcox and Melville. The drawing is Copyright of Willcox and Melville and must not be reproduced or used without express permission.

RIBA #

willcoxandmelville



SECTION A-A



SECTION B-B



LOCATION PLAN

willcox and meilwes ARCHITECTS 10000 RICKMANSWORTH ROAD NORTHWOOD MIDDLESEX TW20 2HT TEL: 0181 871 1111 FAX: 0181 871 1112 WWW: WWW.WILLCOXANDMEIWES.CO.UK		CLIENT Gifford Homes Rickmansworth Road Northwood	PROJECT NO 13/11/2013 - BY	DATE 13/11/2013	DRAWN DB	CHECKED DB	SCALE 1:250 @ A1 FOR APPROVAL	RIBA #
--	--	--	-------------------------------	--------------------	-------------	---------------	-------------------------------------	--------





SITE BOUNDARY

SITE BOUNDARY

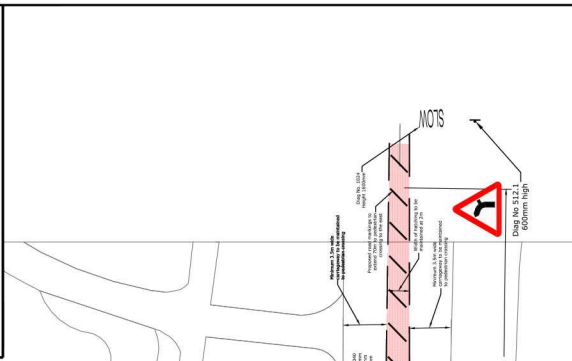


willcoxandmeilwies

REV	DATE	DESCRIPTION	DRAWN	CLIENT	DRAWING TITLE	DWG No	REV	SCALE
03	08/16/2015	Issued for planning	CD	Howarth Homes	Proposed Street Scene	304	03	1:200 @ A3
				PROJECT Rickmansworth Road Northwood	DWG TYPE PL	CHECKED BW	STATUS For Approval	
				<small> Check all dimensions. Use only the dimensions which the architect has checked and report any variations or omissions to Willcox and Meilwies. The drawing is Copyright of Willcox and Meilwies and must not be reproduced or used without express permission. </small>				
				<small> Clients: Hill House, 13 Crutchfield Hill, Windsor, Berkshire, UK. Tel: +44 (0) 1753 839669. Fax: +44 (0) 1753 831113. www.willcoxandmeilwies.com </small>				
				RIBA #H				

NOTES

- All dimensions are in meters unless expressed otherwise. Do not scale from this drawing.
- All signs and markings shall comply with Traffic Signs and General Directions, 2016 and the Traffic Signs Manual.



Rev	Description	Drawn	Checked	Approved	Date
A	Final	RS	KBL	KBL	09/11/16
B	Update to incorporate Hillingdon Councils Comments	RS	KBL	KBL	13/17
C	Left turn arrow added	RS	KBL	KBL	08/02/17
D	Tuning head revised	RS	KBL	KBL	08/02/17
E	Minor Amendments Boundary Added	RS	KBL	KBL	09/02/17

LANMOR Consulting
 Civil Engineers & Transport Planning
 Thorngood House, 34 Feltham Close, Suttons, Surrey, KT6 7EW
 Telephone: +44 (0)181 608 339 7896
 e-mail: info@lanmor.co.uk
 www.lanmor.co.uk

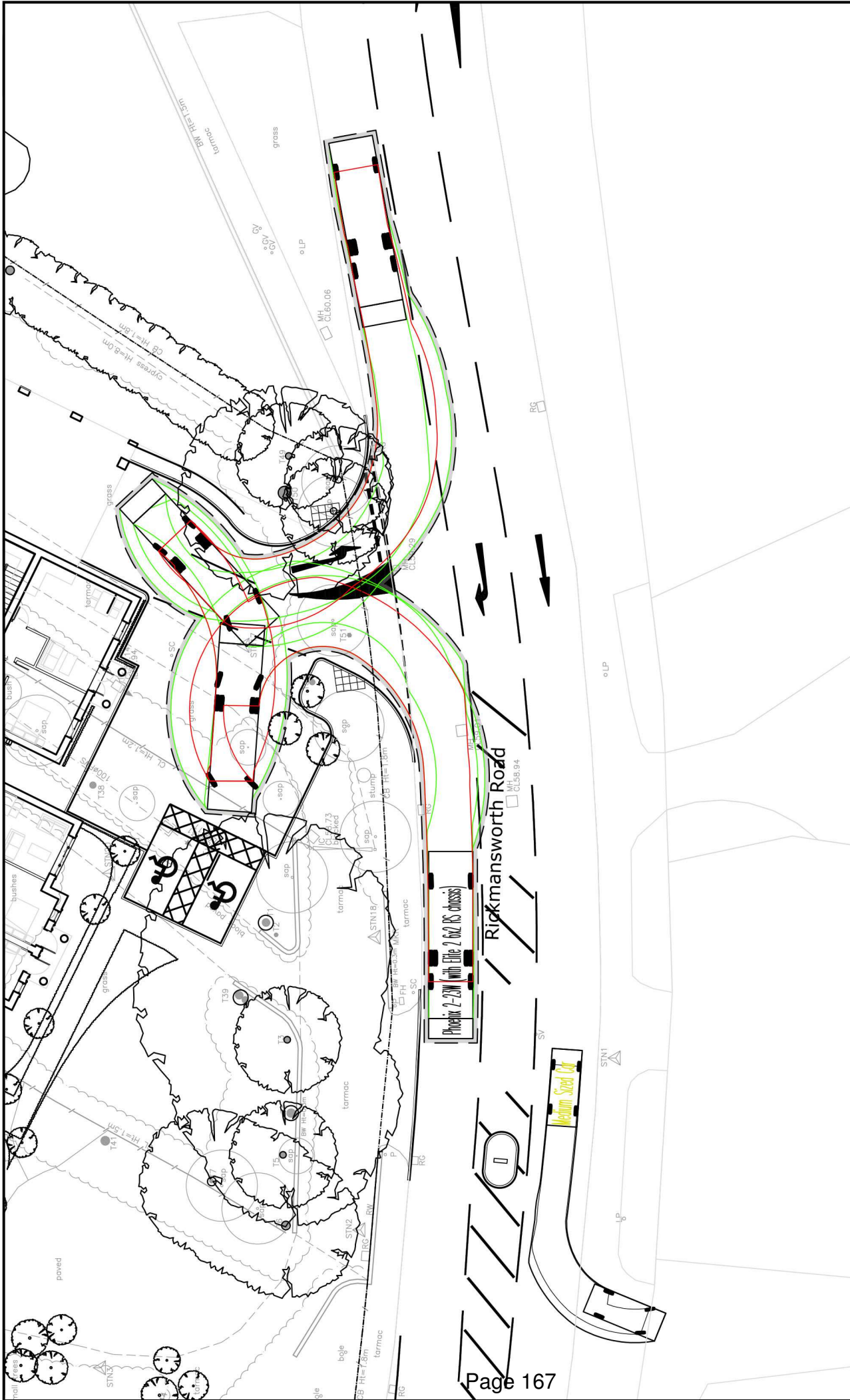
Howarth Homes

Rickmansworth Road
 Northwood

Road Markings

DRAWN	RS	CHECKED	KBL	APPROVED	KBL
DATE	Nov-16	DATE	Nov-16	DATE	Nov-16
SCALE	1:250	PRJ No.	160824	SIZE	REV
DWG No.	160824/800/01				A1





Rickmansworth Road
Northwood

Vehicle Tracking
Sheet 4 of 4

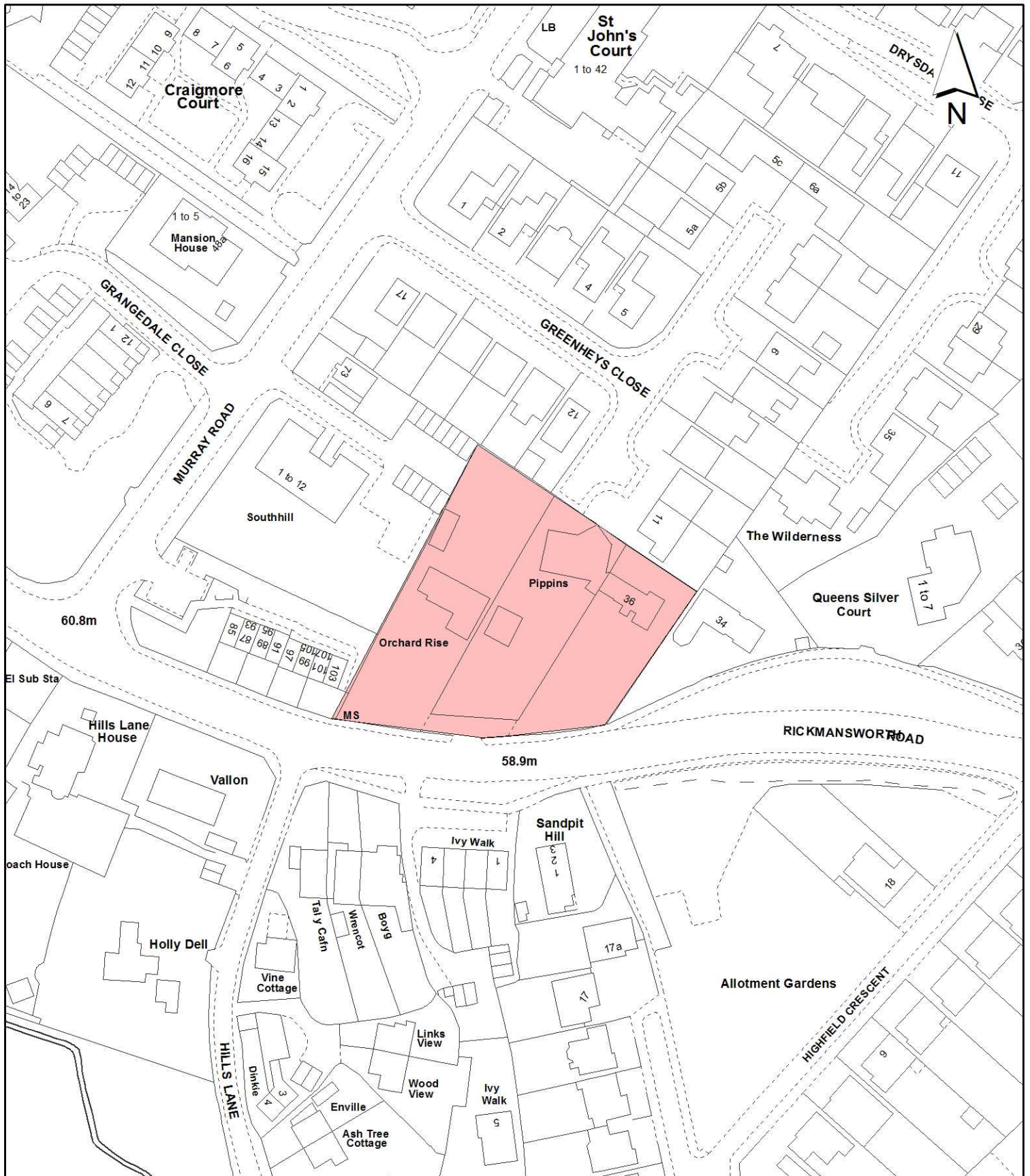
SCALE 1:100

DRAWN BY KBL

PRJ No. 160824

DWG No. 160824/SK/04 Rev F

Howarth Homes



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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**36-40 Rickmansworth Road
 Northwood**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

69978/APP/2016/2564

Scale:

1:1,250

Planning Committee:

Major Page 169

Date:

March 2017

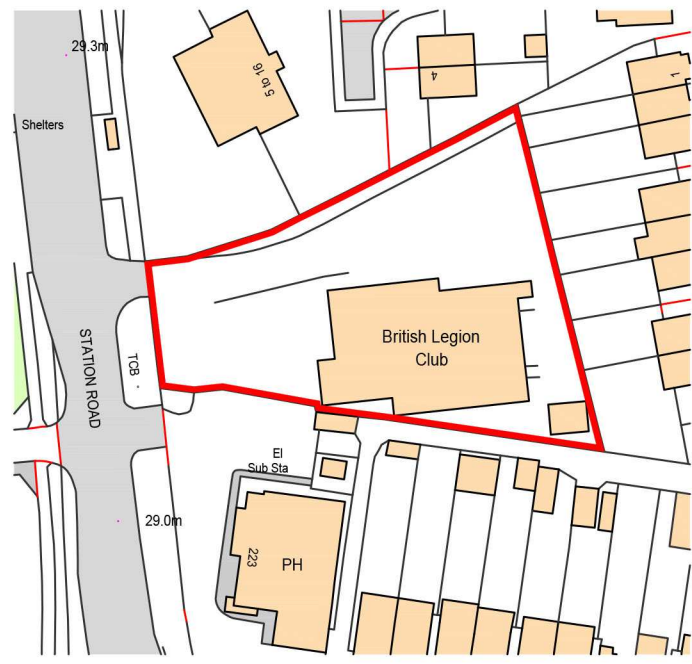


HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER BRITISH LEGION STATION ROAD WEST DRAYTON
Development: Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building.
LBH Ref Nos: 11332/APP/2016/1595

Date Plans Received: 25/04/2016 **Date(s) of Amendment(s):** 25/04/2016
Date Application Valid: 18/11/2016



Ordnance Survey, (c) Crown Copyright 2015. All rights reserved. Licence number 100022432

SITE ARE: 2347 SQ MT

PRODUCED BY Limus Building Design Services Ltd 20 Victoria Street Englefield Green, Surrey, TW20 0 www.limus.co.uk Tel: 07595873469
CLIENT KEARNS IMPERIUM HOMES
PURPOSE INFORMATION

PROPERTY ADDRESS FORMER BRITISH LEGION STATION ROAD, WEST DRAYTON LONDON, UB7 7JF
DRAWING DESCRIPTION LOCATION PLAN

REVISION RECORD		
DATE	SCALE	SHEET SIZE
MAR 2016	1:1250	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	LP	--

NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL CONCEPT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION. CONSULTATION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.

ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS TO BE SHOWN ON THE DRAWING TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



LEGEND

	APPLICATION AREA
	PROPOSED BUILDING
	PROPOSED HARDSURFACE
	PROPOSED GARDEN
	PROPOSED LANDSCAPED AREAS
	DESIGN PARAMETERS
	FOCAL BUILDING FRONTAGE
	CREATING SENSE OF APPROACH
	2m HIGH MAX CLOSE BOARD FENCE AND TRELLIS TO TOP
	TREE PROTECTION ROUTE
	BCP
	BIN COLLECTION POINT
	STREET LIGHTING

A	2017-02-17 URBAN DESIGN AMENDMENTS
REVISION RECORD	

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF**

DRAWING DESCRIPTION
**PLANNING DRAWING
 PROPOSED BLOCK PLAN
 13 NO. 3 BED HOUSES**

DATE	SCALE	SHEET SIZE
FEB 2017	1:250	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-02	A



NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS SHOWN ON THIS DRAWING IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



LEGEND

RED LINE	APPLICATION AREA
BROWN SHADE	PROPOSED BUILDING
GREY SHADE	PROPOSED HARDSURFACE
GREEN SHADE	PROPOSED GARDEN
YELLOW SHADE	PROPOSED LANDSCAPED AREAS

REVISION RECORD	A	2017-02-17	URBAN DESIGN AMENDMENTS
-----------------	---	------------	-------------------------

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
 FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF

DRAWING DESCRIPTION
 PLANNING DRAWING
 PROPOSED SITE PLAN
 SHOWING ROOF LAYOUT

DATE	SCALE	SHEET SIZE
FEB 2017	1:500	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-01	A



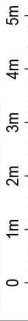
Ordnance Survey, (c) Crown Copyright 2015. All rights reserved. Licence number 100022432

PRODUCED BY

Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

NOTES
1. ALL DRAWINGS ARE PROPOSED. IDEAS ONLY
AND HAVE NO CONSENT FOR CONSTRUCTION.
2. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR
PLANNING APPROVAL.
3. PRELIMINARY DRAWINGS ARE DRAFT GENERAL
ARRANGEMENT LAYOUTS FOR BUILDING CONTROL
SUBMISSION.
4. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO
MANUFACTURES AND SUPPLIER FOR CONSTRUCTION.
5. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS
HAVE BEEN GRANTED.
6. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES
IT IS ADVISABLE TO FOLLOW THE DIMENSIONS
SHOWN ON THE DRAWING.
7. THE DRAWING IS TO BE READ IN CONJUNCTION WITH
OTHER ENGINEERS DESIGN INFORMATION, AND OTHER
ASSESSMENT REPORTS RELATING TO THE PROJECT.

SCALE BAR SCALE 1:100



REVISION RECORD

PURPOSE

PLANNING

CLIENT

KEARNS PREMIER HOMES

PROPERTY ADDRESS

**FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ**

DRAWING DESCRIPTION

**PLANNING DRAWING
PROPOSED 3 BED HOUSE
HOUSE TYPE 1 FLOOR PLANS**

DATE

NOV 2016

SCALE

1:100

SHEET SIZE

A3

JOB NUMBER

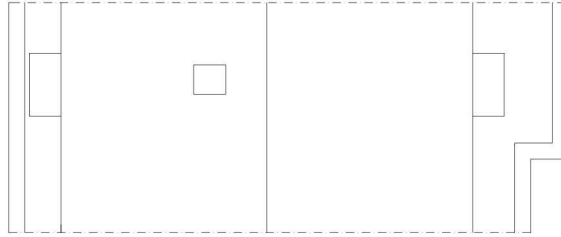
15-043

DRAWING NO.

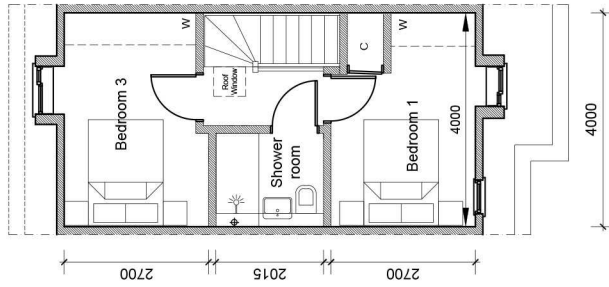
13-P-T1-F

REVISION

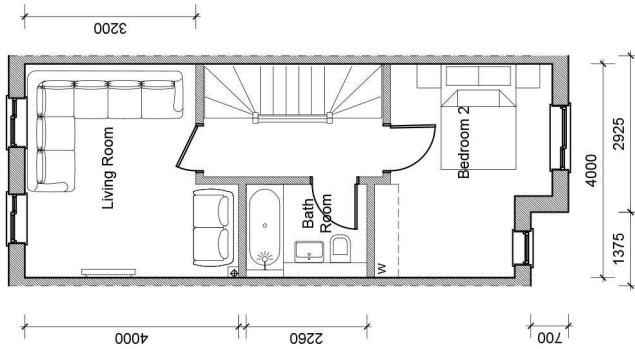
--



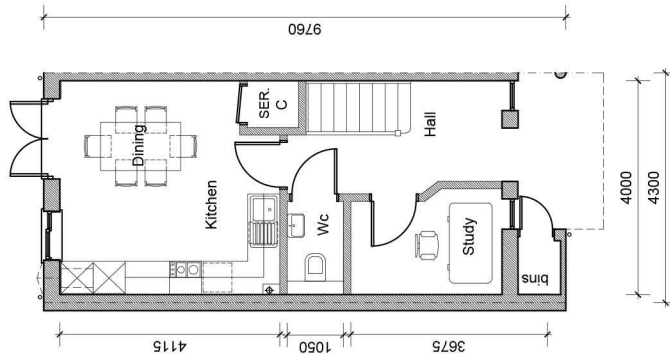
ROOF PLAN



SECOND FLOOR



FIRST FLOOR



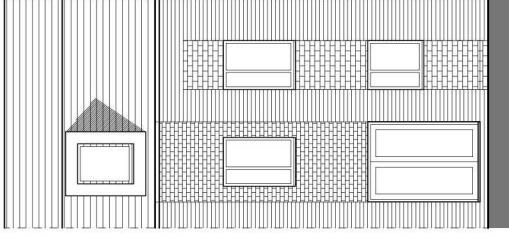
GROUND FLOOR

NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRIES TO MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN ON THE DRAWING. THE DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.

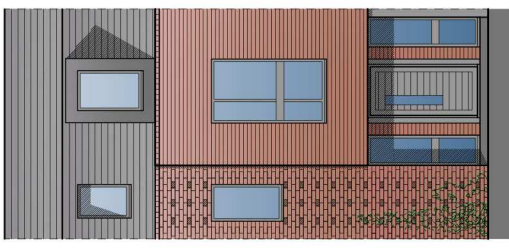


ELEVATION BUILDING MATERIALS KEY

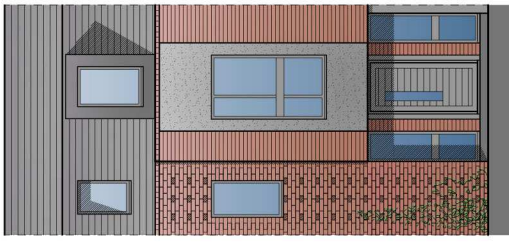
	BRICKWORK		OBSCURE GLAZING
	ROOF TILES		CLEAR GLAZING
	STONE WORK		CLADDING
	LEAD WORK		RENDER
	TILE HANGING		SHADOW



REAR ELEVATION



FRONT ELEVATION
TREATMENT B



FRONT ELEVATION
TREATMENT A

REVISION RECORD

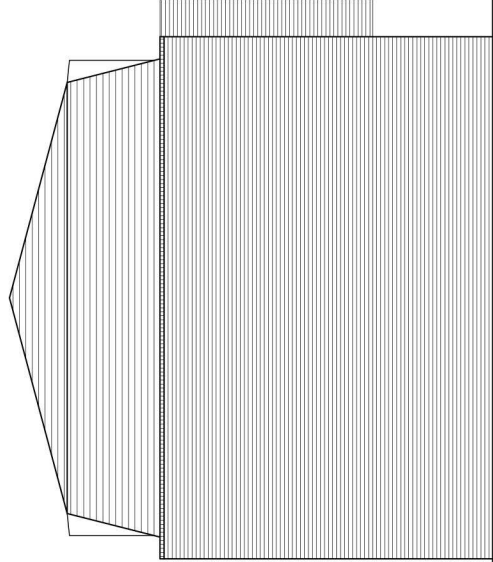
PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

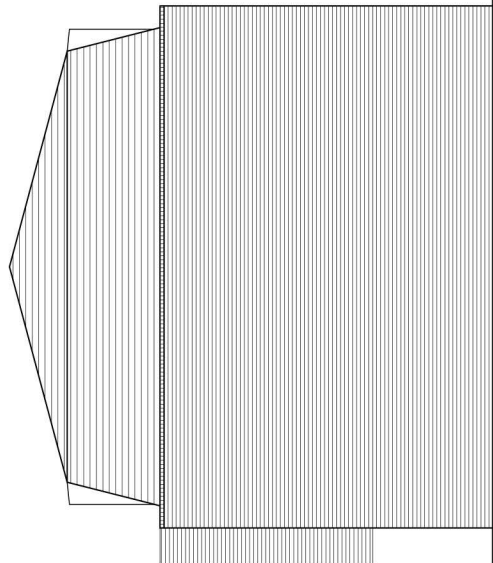
PROPERTY ADDRESS
 FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 7NQ

DRAWING DESCRIPTION
 PLANNING DRAWING
 PROPOSED 3 BED HOUSE
 HOUSE TYPE 1 ELEVATIONS

DATE	SCALE	SHEET SIZE
NOV 2016	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043-13	13-P-T1-E	-



SIDE ELEVATION 2



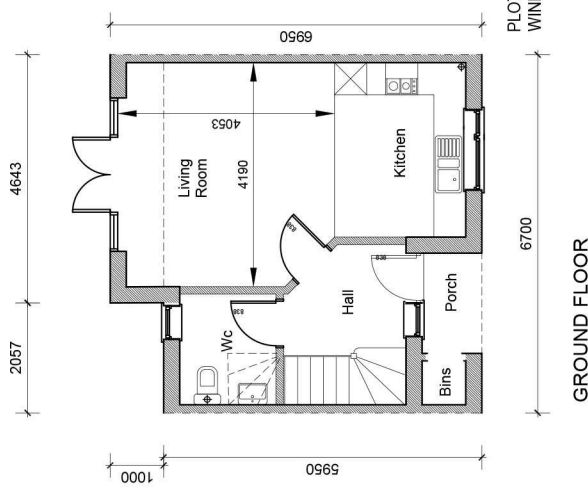
SIDE ELEVATION 1

PRODUCED BY

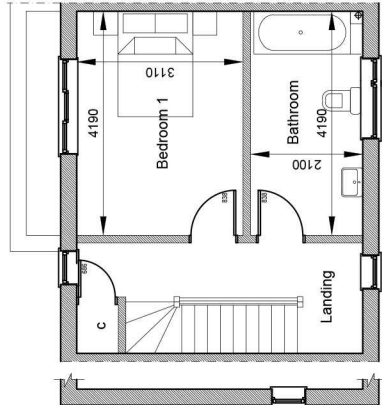
Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

NOTES
1. ALL DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL.
2. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION.
3. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURES AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
4. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS SHOWN ON THE DRAWING TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.

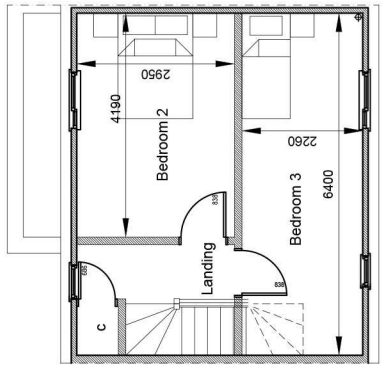
SCALE BAR SCALE 1:100



GROUND FLOOR



FIRST FLOOR (PLOT 12 AS SHOWN)



SECOND FLOOR

REVISION RECORD	A	2017-02-17	URBAN DESIGN AMENDMENTS
-----------------	---	------------	-------------------------

PURPOSE

PLANNING

CLIENT

KEARNS PREMIER HOMES

PROPERTY ADDRESS

**FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ**

DRAWING DESCRIPTION

**PLANNING DRAWING
PROPOSED 3 BED HOUSE
HOUSE TYPE 2 FLOOR PLANS**

DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-T2-F	A

PRODUCED BY

Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

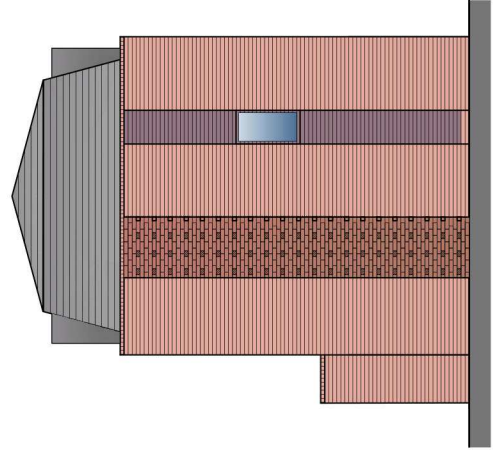
NOTES
NOT ALL DRAWINGS ARE PROPOSED. IDEAS ONLY
AND HAVE NO CONSENT FOR CONSTRUCTION.
PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR
PLANNING APPROVAL.
PRELIMINARY DRAWINGS ARE DRAFT GENERAL
ARRANGEMENT LAYOUTS FOR BUILDING CONTROL
SUBMISSION.
TENDER DRAWINGS ARE SUITABLE FOR ENQUIRIES TO
MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION.
CONSTRUCTION DRAWINGS MEANS ALL APPROVALS
HAVE BEEN GRANTED.

ALL DIMENSIONS SHOWN ARE IN MILLIMETRES.
IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS
AND SPECIFICATIONS OF THE MANUFACTURER.
THE DRAWING IS TO BE READ IN CONJUNCTION WITH
OTHER ENGINEERS DESIGN INFORMATION, AND OTHER
ASSESSMENT REPORTS RELATING TO THE PROJECT.

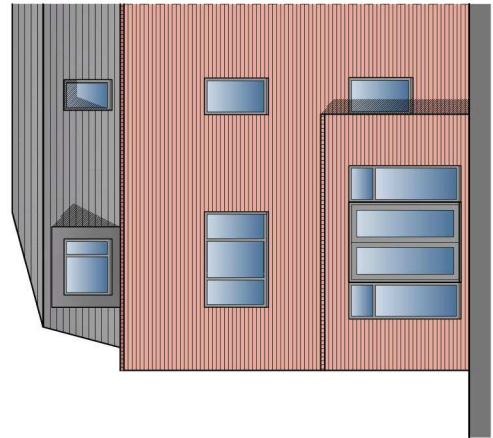


ELEVATION BUILDING MATERIALS KEY

	BRICKWORK		OBSCURE GLAZING
	ROOF TILES		CLEAR GLAZING
	STONE WORK		CLADDING
	LEAD WORK		RENDER
	TILE HANGING		SHADOW



SIDE ELEVATION 1



REAR ELEVATION



FRONT ELEVATION

REVISION RECORD	
A	2017-02-17 URBAN DESIGN AMENDMENTS

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ**

DRAWING DESCRIPTION
**PLANNING DRAWING
PROPOSED 3 BED HOUSE
HOUSE TYPE 2 ELEVATIONS**

DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-T2-E	A

PRODUCED BY

Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

NOTES
1. PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL.
2. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION.
3. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRIES TO MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
4. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN ON THE DRAWING. ANY DIMENSIONS NOT ON THE DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.

SCALE BAR SCALE 1:100
0 1m 2m 3m 4m 5m

REVISION RECORD	
A	2017-02-17 URBAN DESIGN AMENDMENTS

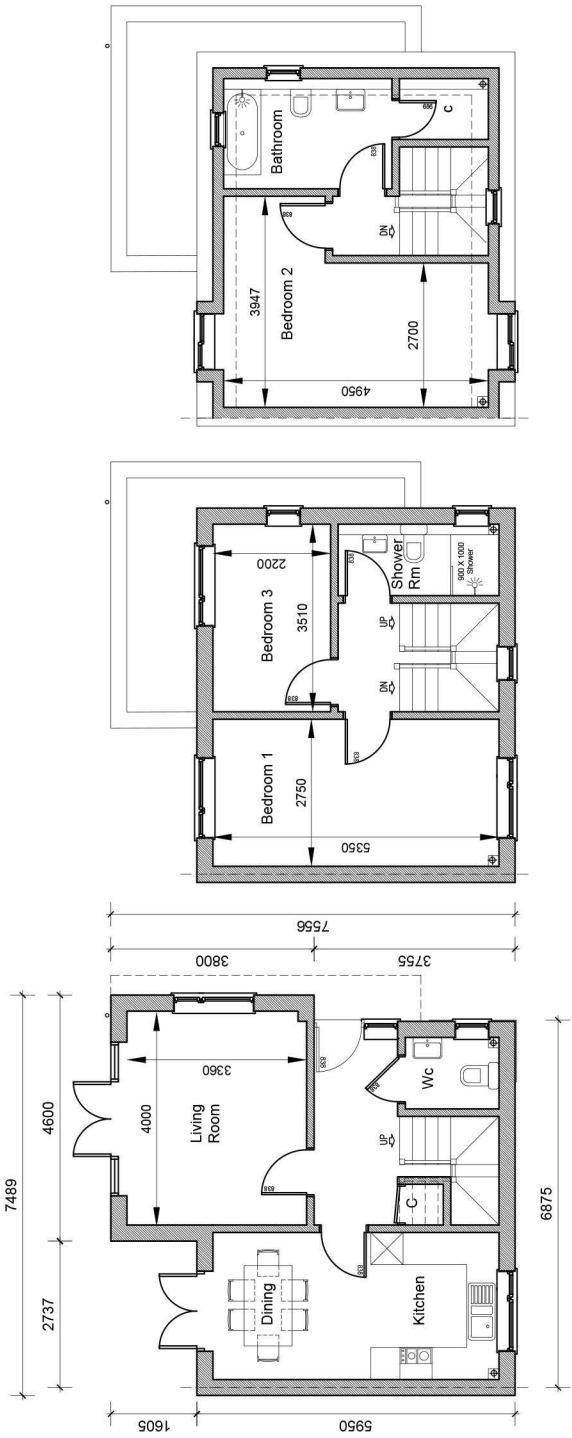
PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ**

DRAWING DESCRIPTION
**PLANNING DRAWING
PROPOSED 3 BED HOUSE
HOUSE TYPE 3 FLOOR PLANS**

DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-T3-F	A



SECOND FLOOR

FIRST FLOOR

GROUND FLOOR

PRODUCED BY

Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

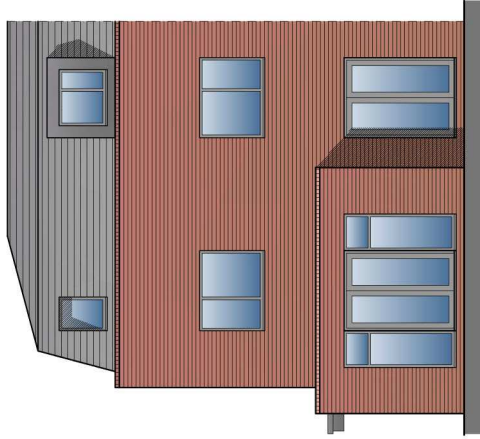
NOTES
NOT ALL DRAWINGS ARE PROPOSED. IDEAS ONLY
AND HAVE NO CONSENT FOR CONSTRUCTION.
PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR
PLANNING APPROVAL
PRELIMINARY DRAWINGS ARE DRAFT GENERAL
ARRANGEMENT LAYOUTS FOR BUILDING CONTROL
SUBMISSION
TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO
MANUFACTURES AND SUPPLIER FOR CONSTRUCTION.
CONSTRUCTION DRAWINGS MEANS ALL APPROVALS
HAVE BEEN GRANTED.

ALL DIMENSIONS SHOWN ARE IN MILLIMETRES
IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS
AND SPECIFICATIONS OF THE DRAWING.
THE DRAWING IS TO BE READ IN CONJUNCTION WITH
OTHER ENGINEERS DESIGN INFORMATION, AND OTHER
ASSESSMENT REPORTS RELATING TO THE PROJECT.

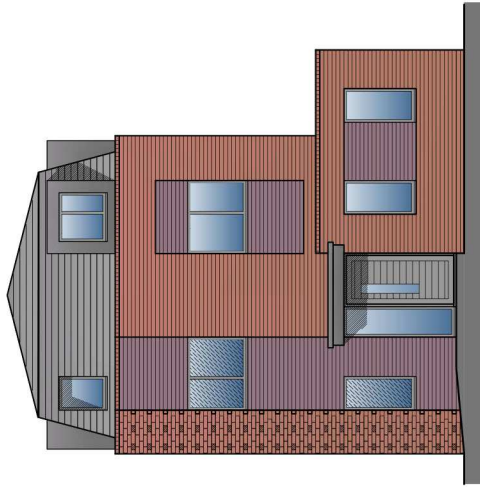


ELEVATION BUILDING MATERIALS KEY

	BRICKWORK		OBSCURE GLAZING
	ROOF TILES		CLEAR GLAZING
	STONE WORK		CLADDING
	LEAD WORK		RENDER
	TILE HANGING		SHADOW



REAR ELEVATION



SIDE ELEVATION 1
FACING STATION ROAD



FRONT ELEVATION

REVISION RECORD	
A	2017-02-17 URBAN DESIGN AMENDMENTS

PURPOSE

PLANNING

CLIENT

KEARNS PREMIER HOMES

PROPERTY ADDRESS

FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ

DRAWING DESCRIPTION

PLANNING DRAWING
PROPOSED 3 BED HOUSE
HOUSE TYPE 3 ELEVATIONS

DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-T3-E	A

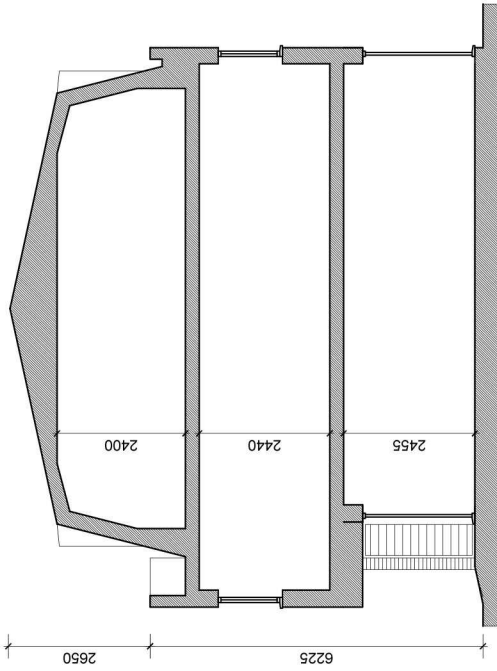
PRODUCED BY

Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

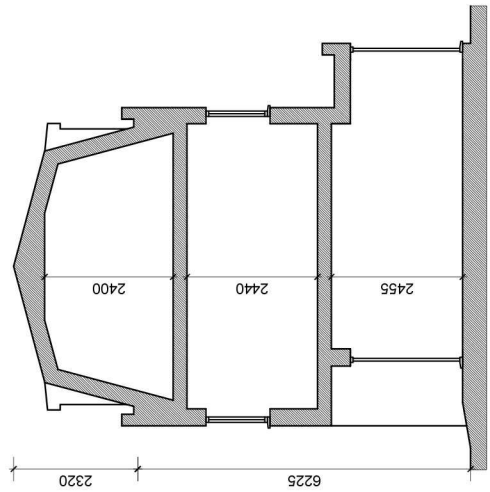
NOTES
1. ALL DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL.
2. PRELIMINARY DRAWINGS ARE DRAFT GENERAL INFORMATION ONLY. PRELIMINARY LAYOUTS FOR BUILDING CONTROL SUBMISSION.
3. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURES AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
4. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN ON THE DRAWING. ANY DIMENSIONS NOT ON THE DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.

SCALE BAR SCALE 1:100

0 1m 2m 3m 4m 5m



TYPE 1



TYPE 2

A	2017-02-17	REDUCED RIDGE HEIGHT	
REVISION RECORD			

PURPOSE

PLANNING

CLIENT

KEARNS PREMIER HOMES

PROPERTY ADDRESS

**FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ**

DRAWING DESCRIPTION

**PLANNING DRAWING
PROPOSED HOUSE TYPE 1 AND 2
SECTIONS**

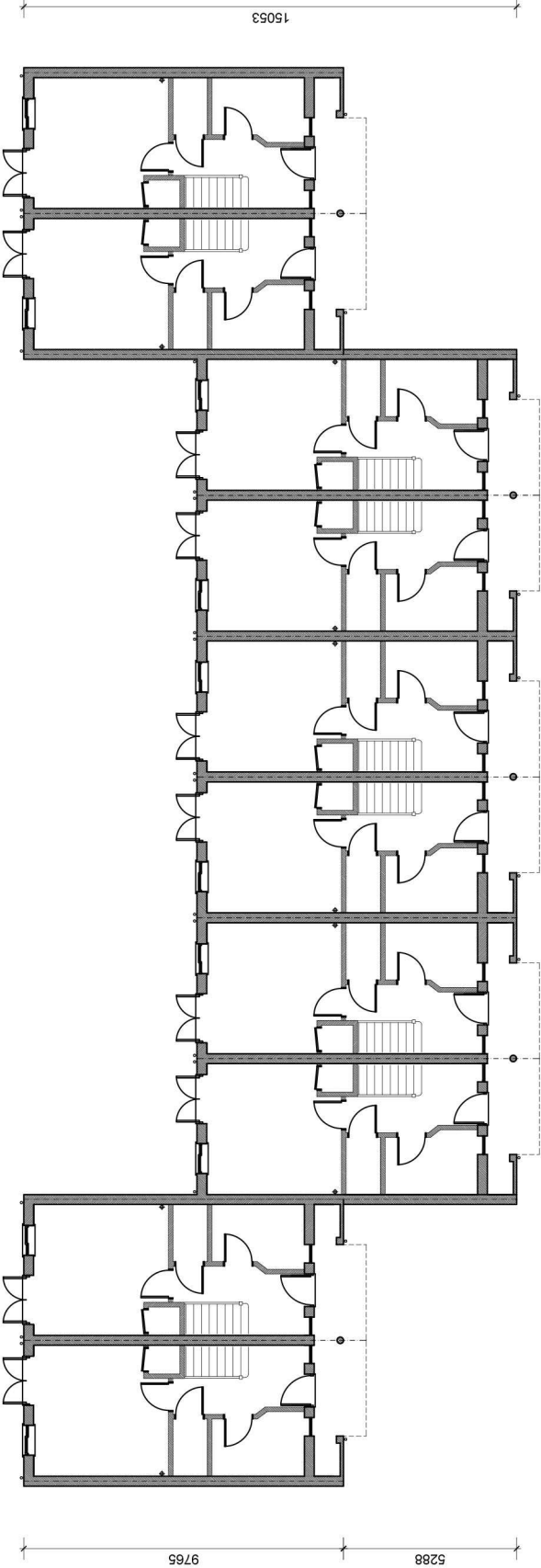
DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-SE	A

PRODUCED BY

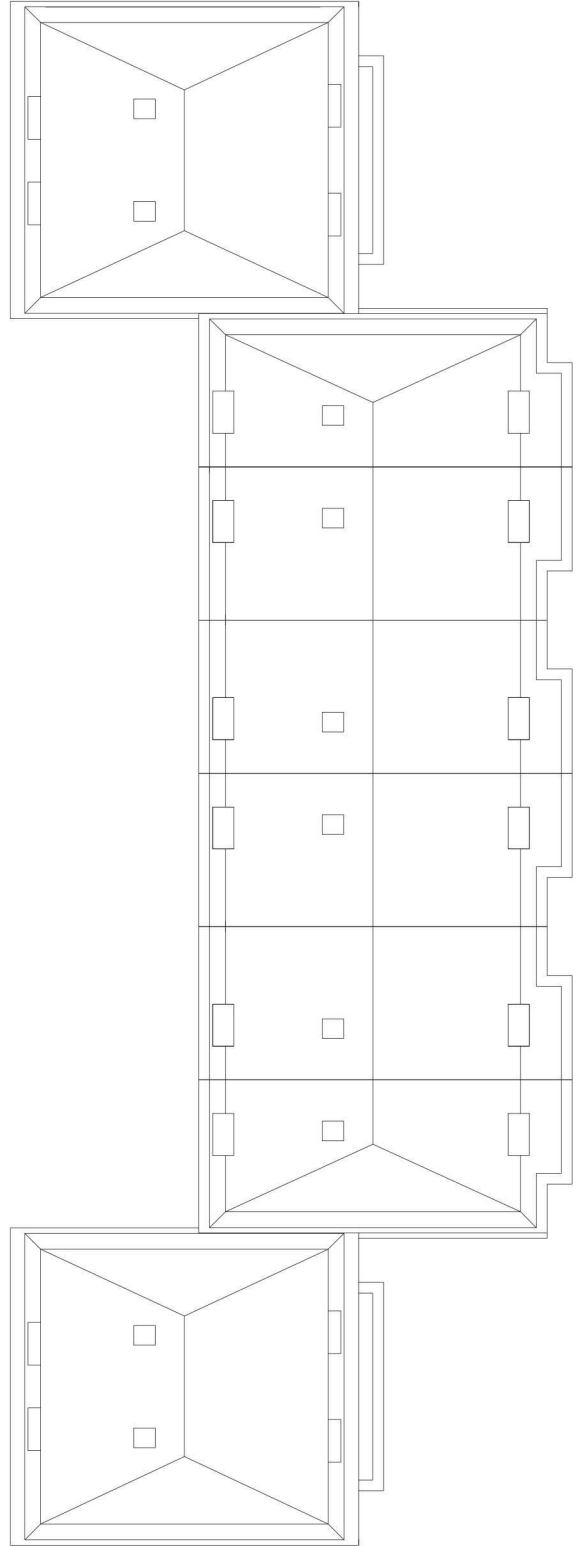
Limus Building Design Services Ltd
20 Victoria Street, Englefield Green, Surrey, TW20 0QY
Tel: 07595873469 - www.limus.co.uk

NOTES
NOT ALL DRAWINGS ARE PROPOSED. IDEAS ONLY
AND HAVE NO CONSENT FOR CONSTRUCTION.
PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR
PLANNING APPROVAL
PRELIMINARY DRAWINGS ARE DRAFT GENERAL
LAYOUTS FOR BUILDING CONTROL
SUBMISSION
TENDER DRAWINGS ARE SUITABLE FOR ENQUIRIES TO
MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION.
CONSTRUCTION DRAWINGS MEANS ALL APPROVALS
HAVE BEEN GRANTED.
ALL DIMENSIONS SHOWN ARE IN MILLIMETRES
IT IS ADVISABLE TO FOLLOW THE DIMENSIONS
AND DIMENSIONS TO BE READ IN CONJUNCTION WITH
OTHER ENGINEERS DESIGN INFORMATION, AND OTHER
ASSESSMENT REPORTS RELATING TO THE PROJECT.

SCALE BAR SCALE 1:150
0 1m 2m 3m 4m 5m 6m 7m



BLOCK 1 PLANS



BLOCK 1 ROOF PLAN

REVISION RECORD	

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
WEST DRAYTON
UB7 7NQ**

DRAWING DESCRIPTION
**PLANNING DRAWING
PROPOSED 3 BED HOUSE
BLOCK 1 PLANS**

DATE	SCALE	SHEET SIZE
FEB 2017	1:150	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-B1-F	-

NOTES
 ALL DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL SUBMISSION. TENTATIVE LAYOUTS FOR BUILDING CONTROL. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRIES TO MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN ON THE DRAWING. ANY CONFLICT WITH THE DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



ELEVATION BUILDING MATERIALS KEY

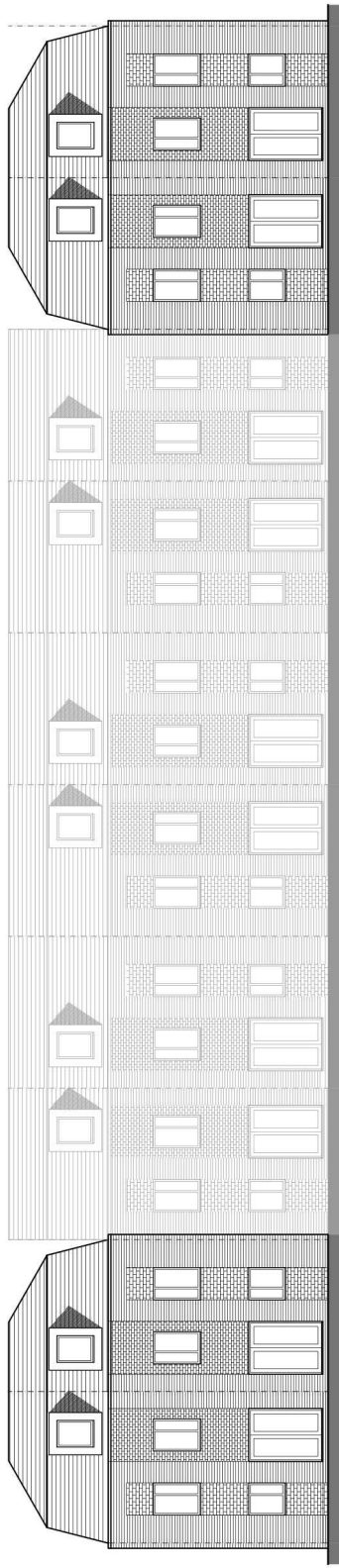
	BRICKWORK		OBSCURE GLAZING
	ROOF TILES		CLEAR GLAZING
	STONE WORK		CLADDING
	LEAD WORK		RENDER
	TILE HANGING		SHADOW



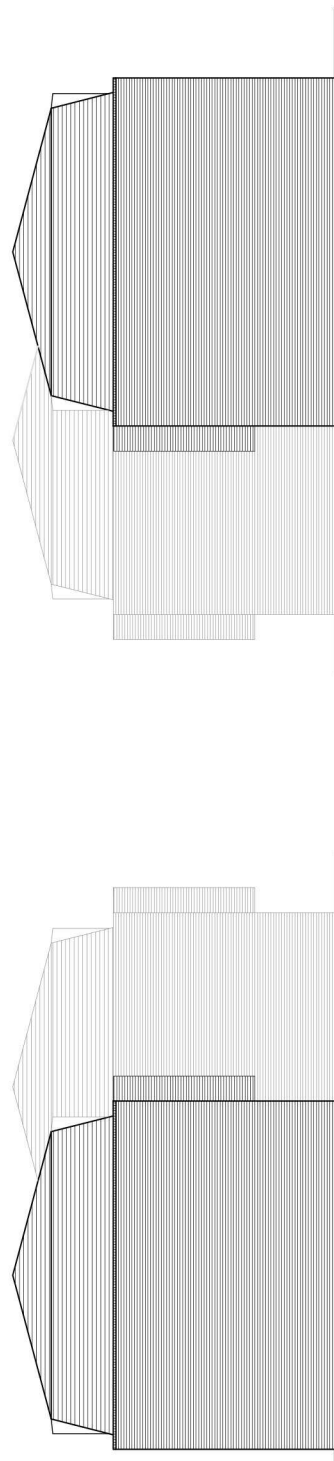
FRONT ELEVATION - BLOCK 1

BUILDING TO FRONT

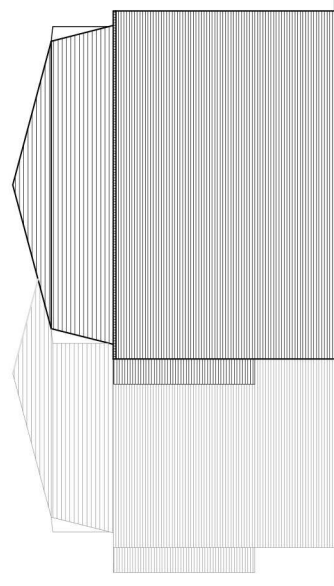
BUILDING SET BACK



REAR ELEVATION - BLOCK 1



SIDE ELEVATION 1 - BLOCK 1



SIDE ELEVATION 2 - BLOCK 1

A	2017-02-17 URBAN DESIGN AMENDMENTS
REVISION RECORD	

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
 FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 7NQ

DRAWING DESCRIPTION
 PLANNING DRAWING
 PROPOSED 3 BED HOUSE
 BLOCK 1 ELEVATIONS

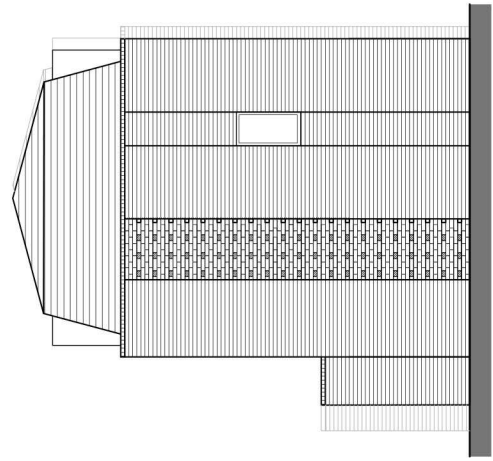
DATE	SCALE	SHEET SIZE
FEB 2017	1:150	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-B1-E	A

NOTES
 ALL DRAWINGS ARE PROPOSED. IDEAS ONLY
 AND HAVE NO CONSENT FOR CONSTRUCTION.
 PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR
 PLANNING APPROVAL.
 PRELIMINARY DRAWINGS ARE DRAFT GENERAL
 ARRANGEMENTS. NOT TO BE USED FOR BUILDING CONTROL
 SUBMISSION.
 TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO
 MANUFACTURES AND SUPPLIER FOR CONSTRUCTION.
 CONSTRUCTION DRAWINGS MEANS ALL APPROVALS
 HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES
 IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS
 SHOWN ON THE DRAWING. ANY DEVIATION FROM
 THE DRAWING IS TO BE READ IN CONJUNCTION WITH
 OTHER ENGINEERS DESIGN INFORMATION, AND OTHER
 ASSESSMENT REPORTS RELATING TO THE PROJECT.

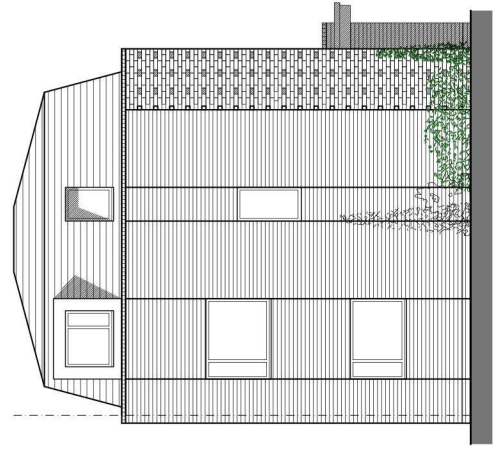


ELEVATION BUILDING MATERIALS KEY

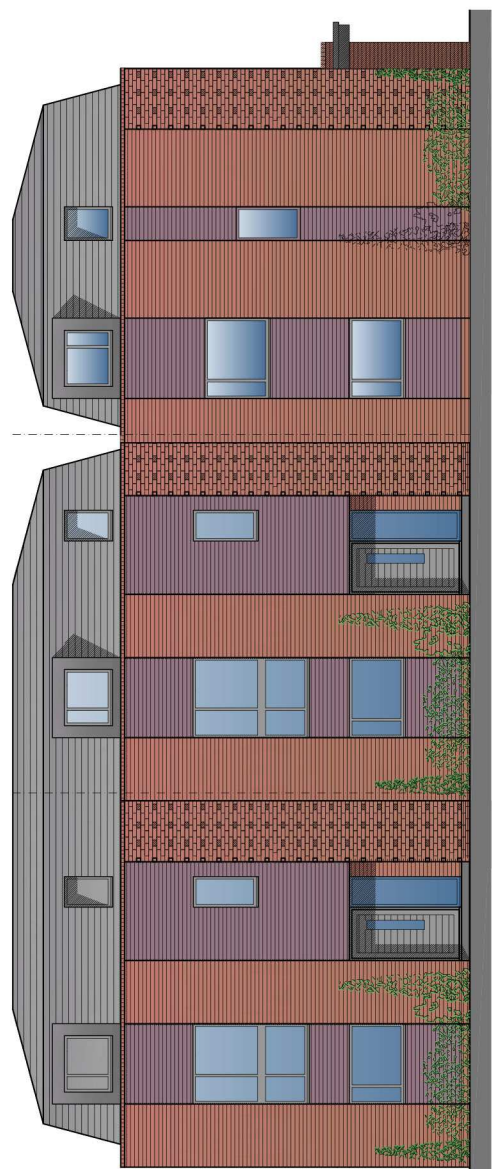
	BRICKWORK		OBSCURE GLAZING
	ROOF TILES		CLEAR GLAZING
	STONE WORK		CLADDING
	LEAD WORK		RENDER
	TILE HANGING		SHADOW



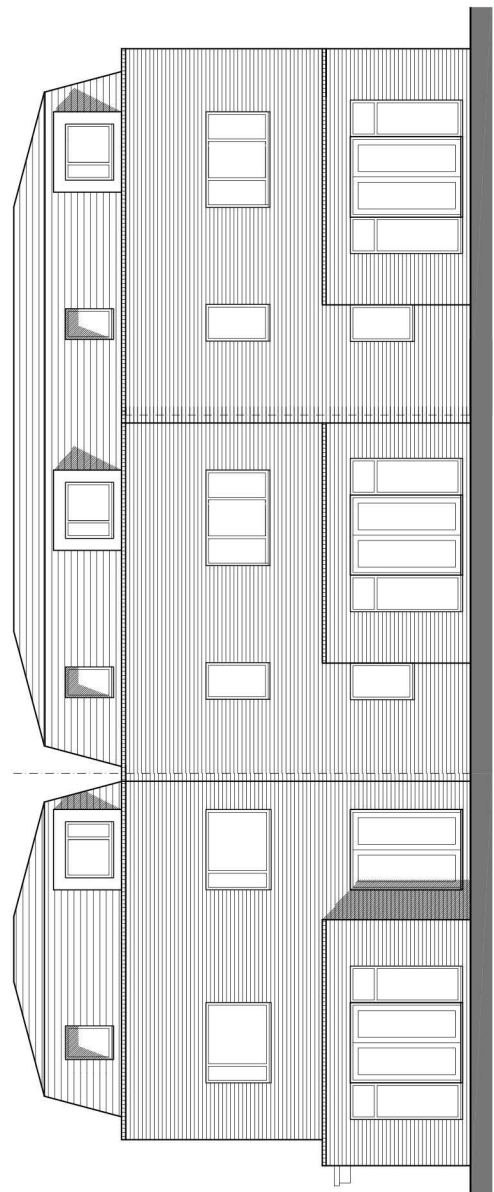
SIDE ELEVATION 1



SIDE ELEVATION 2



FRONT ELEVATION



REAR ELEVATION

REVISION RECORD	
A	2017-02-17 URBAN DESIGN AMENDMENTS

PURPOSE
PLANNING

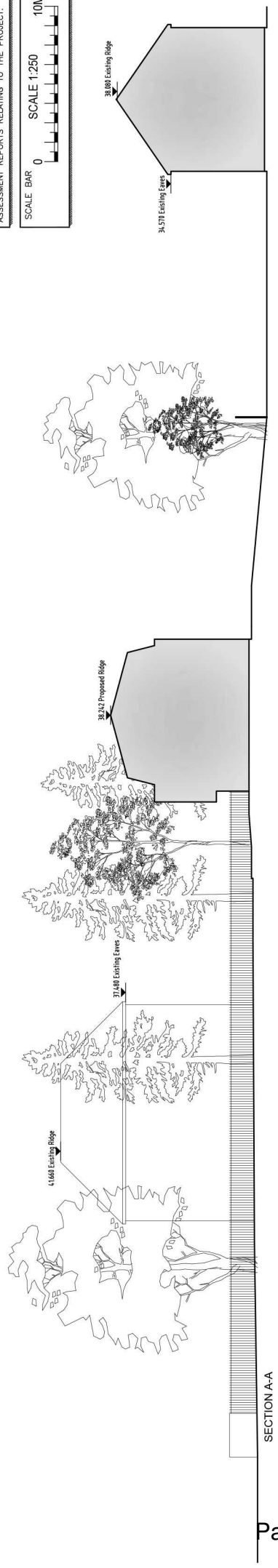
CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 7NQ**

DRAWING DESCRIPTION
**PLANNING DRAWING
 PROPOSED 3 BED HOUSE
 BLOCK 2 ELEVATION**

DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-B2-E	A

NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURE AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN ON THE DRAWING. THE DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



JUNCTION PROPOSED ROAD PLOT 3 GARDEN PLOT 3 PARKING PATH NO. 4 STARVEALL CLOSE GARDEN NO. 4

A	2017-02-17	REDUCED RIDGE HEIGHT
REVISION RECORD		

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF**

DRAWING DESCRIPTION
**PLANNING DRAWING
 PROPOSED SITE SECTION**
 ...

DATE	SCALE	SHEET SIZE
FEB 2017	1:250	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-SS	A



LOCATION PLAN

PRODUCED BY
Limus Building Design Services Ltd
 20 Victoria Street, Englefield Green, Surrey, TW20 0QY
 Tel: 07596872469 - www.limus.co.uk

NOTES
 ALL PLANNING DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURE AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN IN THIS DRAWING AND NOT TO CONDUCT WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



LEGEND

- TARMAC ULTISUDS SUSTAINABLE MACADAM SURFACE
- MARSHALL UTILITY CONCRETE SLABS

NO.	DATE	DESCRIPTION
A	2017-02-17	URBAN DESIGN AMENDMENTS

REVISION RECORD

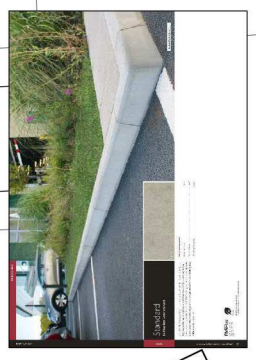
PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF**

DRAWING DESCRIPTION
**PLANNING DRAWING
 PROPOSED HARD SURFACES**

DATE	SCALE	SHEET SIZE
FEB 2017	1:250	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-80-3	A



NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURES AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOW THE DIMENSIONS SHOWN IN THIS DRAWING AND NOT TO CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



ONE HOUSE TYPICALLY GENERATES
 240 LITERS OF RUBBISH PER WEEK
 RUBBISH COLLECTION ON WEDNESDAY
 HOUSE, RECYCLE & GARDEN COLLECTION

REVISION RECORD	A	2017-02-17	URBAN DESIGN AMENDMENTS
-----------------	---	------------	-------------------------

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
 FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF

DRAWING DESCRIPTION
 PLANNING DRAWING
 PROPOSED REFUSE LAYOUT

DATE	SCALE	SHEET SIZE
FEB 2017	1:250	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-80-2	A

PRODUCED BY
Limus Building Design Services Ltd
 20 Victoria Street, Englefield Green, Surrey, TW20 0QY
 Tel: 07595873469 - www.limus.co.uk

NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURES AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.

ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS TO THE DRAWING TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



LEGEND

00.00	EXISTING LEVEL
00.00	PROPOSED LEVEL

REVISION RECORD	
A	2017-02-17 URBAN DESIGN AMENDMENTS

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
**FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF**

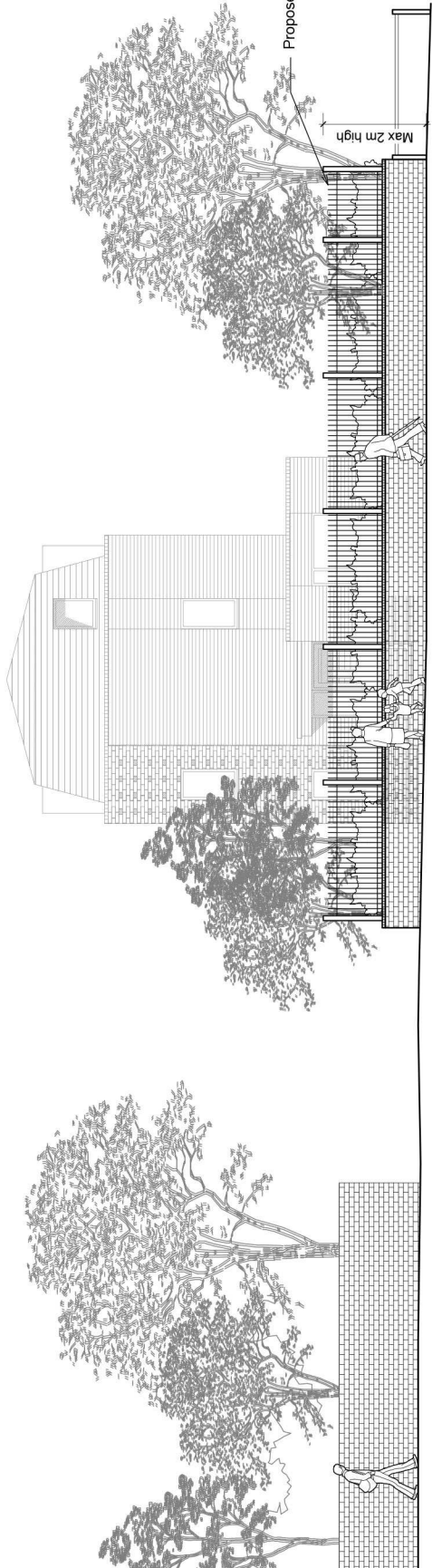
DRAWING DESCRIPTION
**PLANNING DRAWING
 PROPOSED LEVELS AND SETTING OUT
 13 NO. 3 BED HOUSES**

DATE	SCALE	SHEET SIZE
FEB 2017	1:250	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	13-P-80-1	A

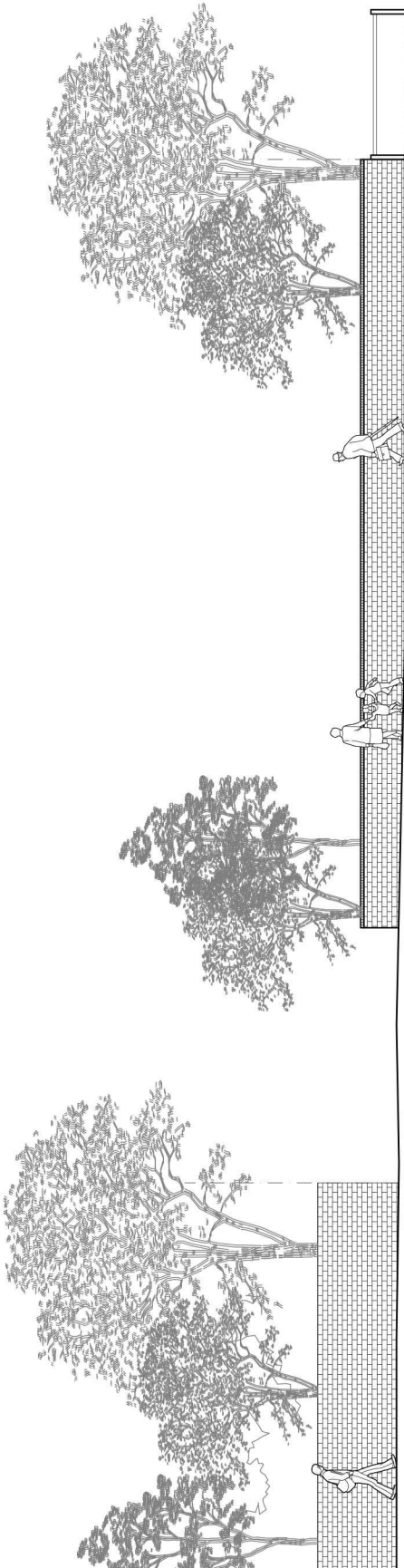


NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURERS AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.

ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS SHOWN ON THIS DRAWING TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.



PROPOSED STREET BOUNDARY WALL



EXISTING STREET BOUNDARY WALL

REVISION RECORD	

PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

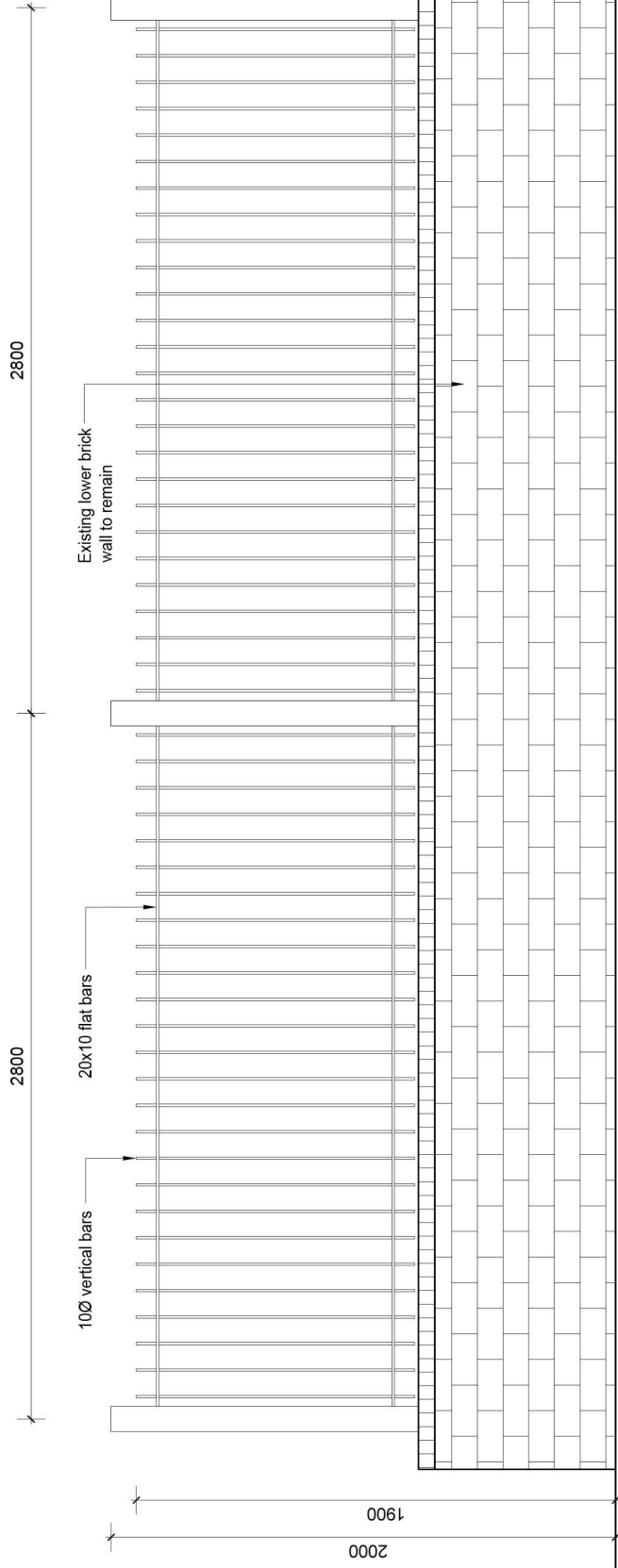
PROPERTY ADDRESS
 FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 6SF

DRAWING DESCRIPTION
 PLANNING DRAWING
 STREET BOUNDARY WALL VIEW
 PROPOSED BOUNDARY WALL DETAIL

DATE	SCALE	SHEET SIZE
FEB 2017	1:100	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	P-SV	-

NOTES
 PRELIMINARY DRAWINGS ARE PROPOSED IDEAS ONLY AND HAVE NO CONSENT FOR CONSTRUCTION. PLANNING DRAWINGS ARE DRAWING SUBMITTED FOR PLANNING APPROVAL. PRELIMINARY DRAWINGS ARE DRAFT GENERAL ARRANGEMENT LAYOUTS FOR BUILDING CONTROL SUBMISSION. TENDER DRAWINGS ARE SUITABLE FOR ENQUIRES TO MANUFACTURES AND SUPPLIER FOR CONSTRUCTION. CONSTRUCTION DRAWINGS MEANS ALL APPROVALS HAVE BEEN GRANTED.
 ALL DIMENSIONS SHOWN ARE IN MILLIMETRES. IT IS ADVISABLE TO FOLLOWING THE DIMENSIONS SHOWN ON THIS DRAWING. THE DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERS DESIGN INFORMATION, AND OTHER ASSESSMENT REPORTS RELATING TO THE PROJECT.

SCALE BAR SCALE 1:20
 0 20cm 40cm 60cm 80cm 1m



PROPOSED BOUNDARY WALL DETAIL

REVISION RECORD	

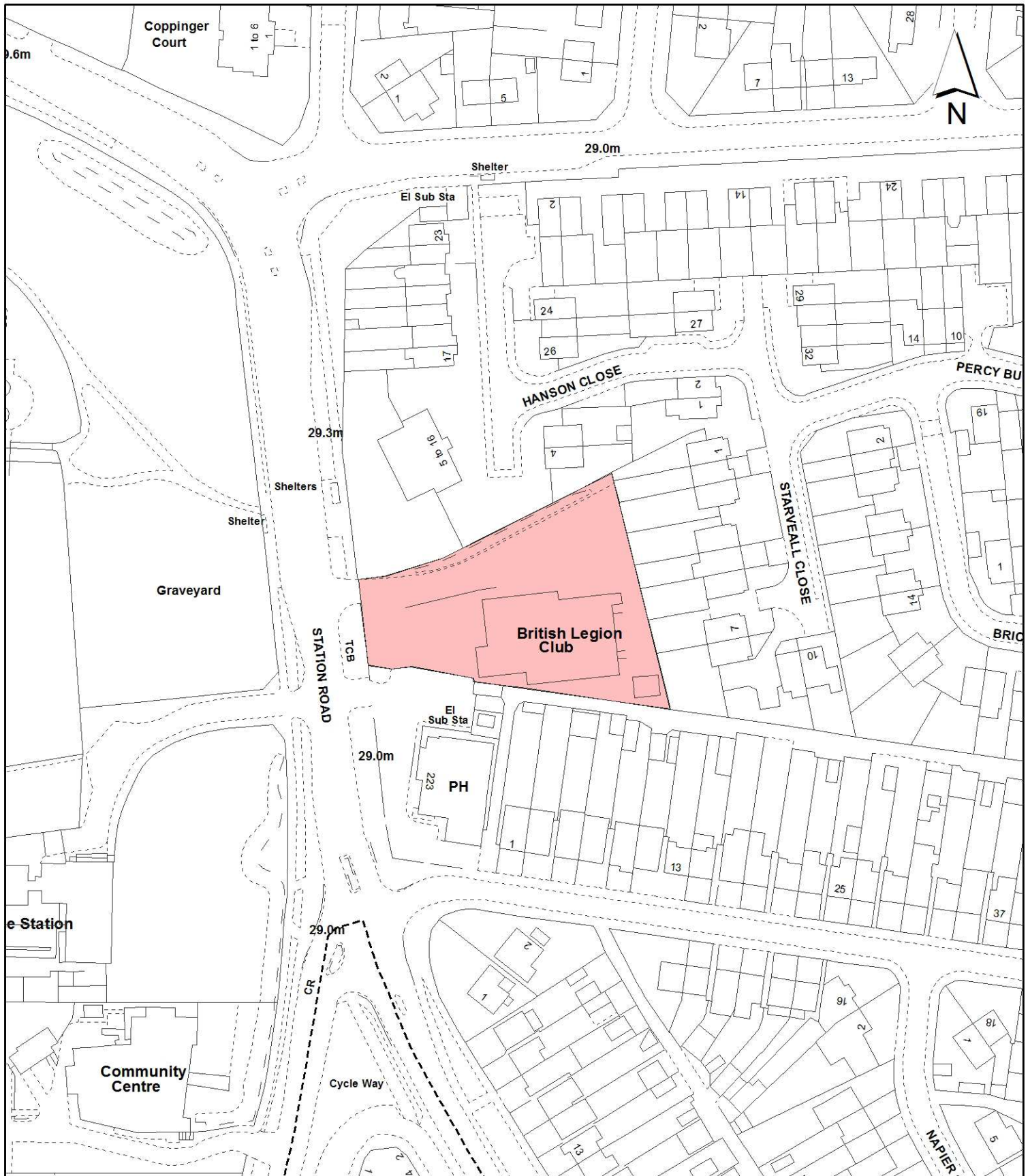
PURPOSE
PLANNING

CLIENT
KEARNS PREMIER HOMES

PROPERTY ADDRESS
 FORMER BRITISH LEGION
 WEST DRAYTON
 UB7 5SF

DRAWING DESCRIPTION
 PLANNING DRAWING
 STREET BOUNDARY WALL VIEW
 PROPOSED BOUNDARY WALL DETAIL

DATE	SCALE	SHEET SIZE
FEB 2017	1:20	A3
JOB NUMBER	DRAWING NO.	REVISION
15-043	P-BW	-



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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Former Royal British Legion
 Station Road**

Planning Application Ref:

11332/APP/2016/1595

Planning Committee:

Major Page 190

Scale:

1:1,250

Date:

March 2017

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

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



HILLINGDON
 LONDON

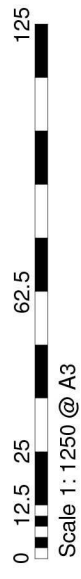
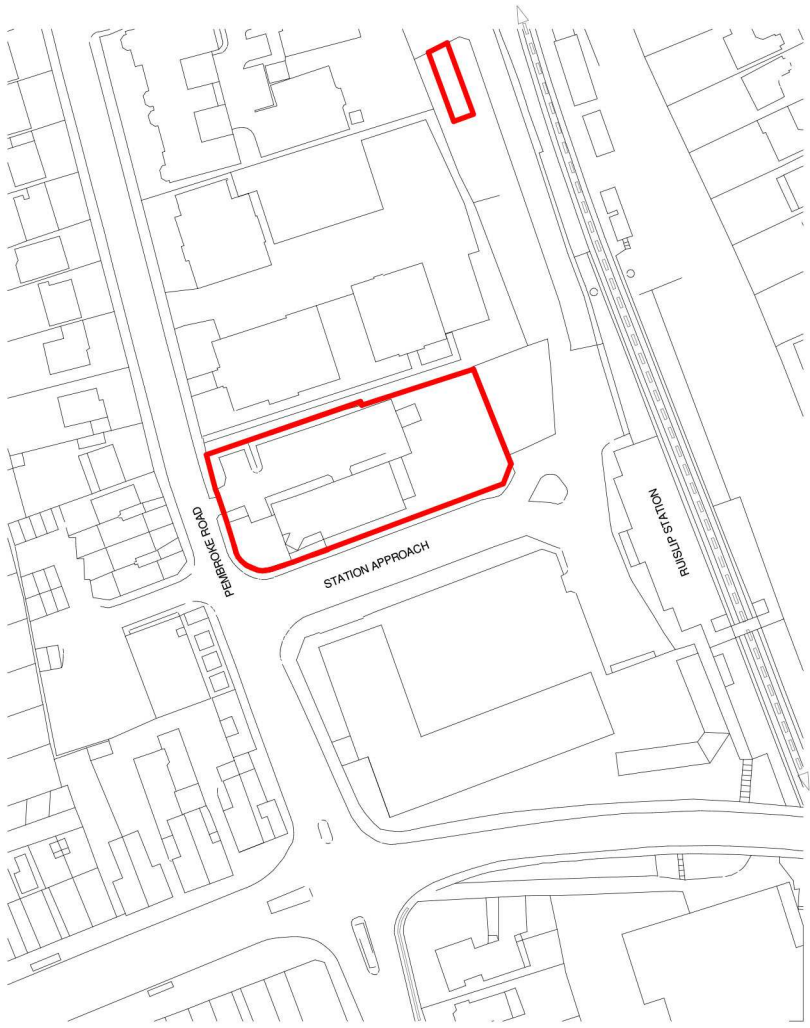
Report of the Head of Planning, Sport and Green Spaces

Address FANUC HOUSE 1 STATION APPROACH RUISLIP

Development: Demolition of existing office building and re-development of the site to provide a 4 storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping. Amended plans and supporting information received.

LBH Ref Nos: 26134/APP/2016/1987

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Architects. This drawing must be read in conjunction with the Contract Documents. It is the contractor's responsibility to ensure full compliance with the Building Regulations. Details from this drawing use figured dimensions only. It is the contractor's responsibility to check and verify all dimensions on site. Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.



No	Date	Description	by
1	15/05/16	Final revision	CH
2	15/05/16	For Permitted	CH

COUNTY
TITAN PROPERTY DEVELOPMENTS

PROJECT
**1 STATION APPROACH,
 RUISLIP**

TITLE
SITE LOCATION PLAN

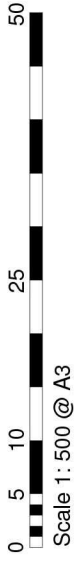
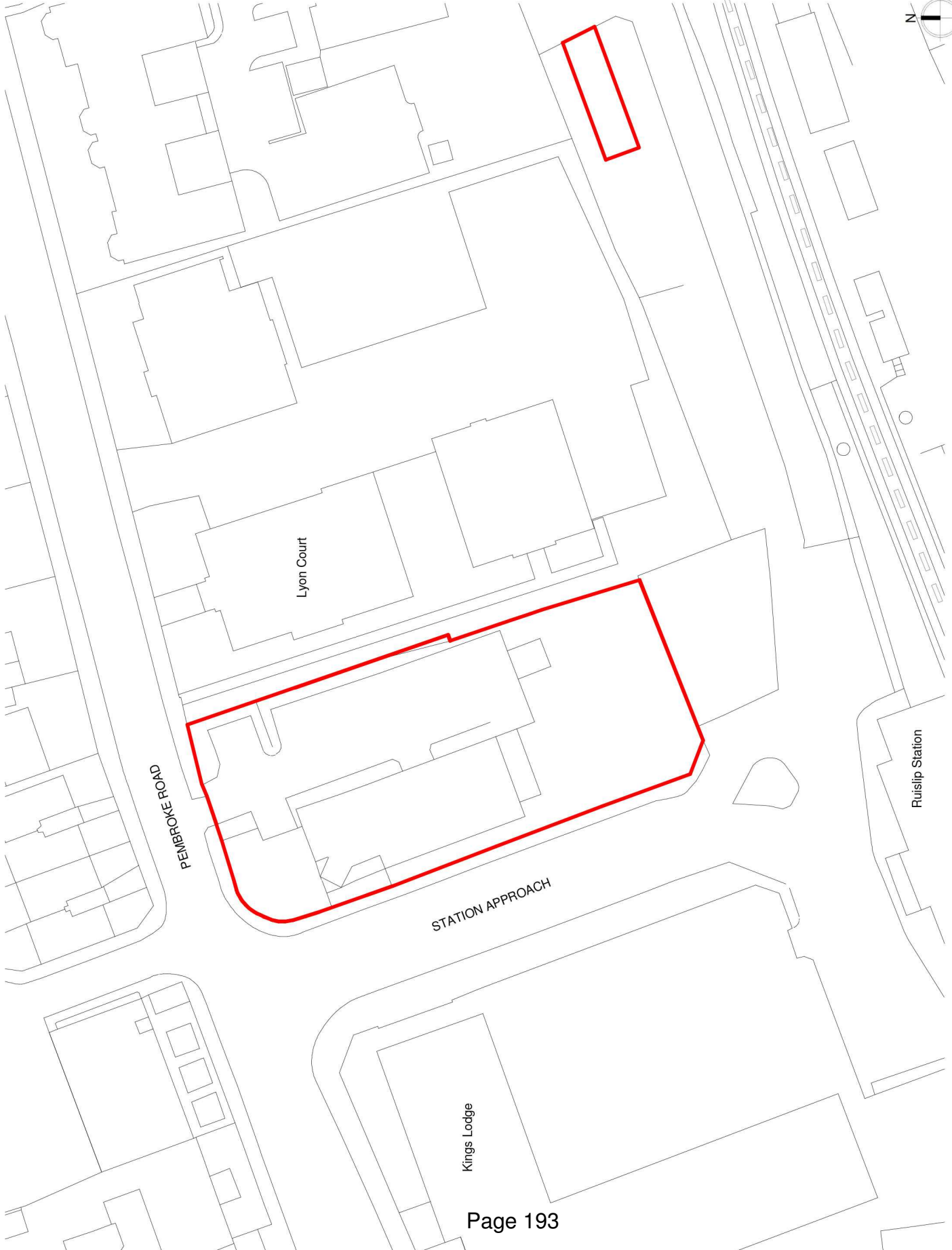
DRAWING STATUS
FOR PLANNING

DRAWN	CH	CHECKED	AW
SCALE	1 : 1250 @A3		
DATE	11/05/16		

WCEC architects
 South Building, Staple Inn Buildings
 London, WC1V 7YZ
 t: 020 3388 0019 e: email@wcec.co.uk www.wcec.co.uk

DRAWING NUMBER	PL-01	REV	B
APP NO.	15-271		

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Architects. This drawing must be read in conjunction with the Contract Documents. It is the contractor's responsibility to ensure full compliance with the Building Regulations. Drawings from this drawing set are for information only. It is the contractor's responsibility to check and verify all dimensions on site. Materials used must be in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.



No	Date	Description	by
1	18/05/16	Final Revision	CH
2	18/05/16	For Permit	CH



PROJECT
**1 STATION APPROACH,
RUISLIP**

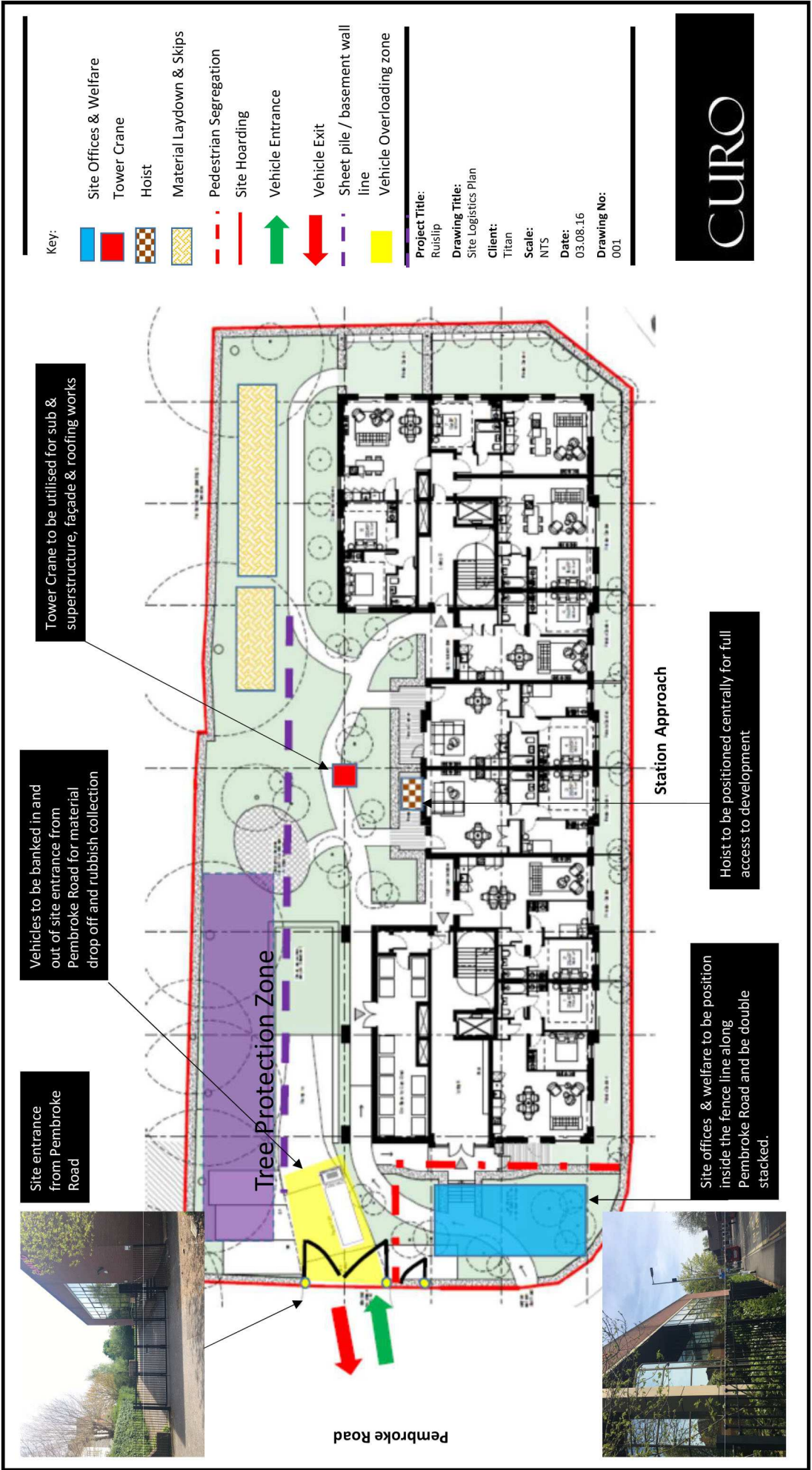
TITLE
SITE PLAN

DRAWING STATUS
FOR PLANNING

DRAWN	CHECKED
CH	AW
SCALE 1 : 500 @A3	
DATE 11/05/16	

WCEC architects
South Building, Staple Inn Buildings
London, WC1V 7YJ
t:020 3388 0013 e: email@wcec.co.uk www.wcec.co.uk

APP NO.	DRAWING NUMBER	REV
15-271	PL-02	B



Key:

- Site Offices & Welfare
- Tower Crane
- Hoist
- Material Laydown & Skips
- Pedestrian Segregation
- Site Hoarding
- Vehicle Entrance
- Vehicle Exit
- Sheet pile / basement wall line
- Vehicle Overloading zone

Project Title:
Ruislip

Drawing Title:
Site Logistics Plan

Client:
Titan

Scale:
NTS

Date:
03.08.16

Drawing No:
001



Tower Crane to be utilised for sub & superstructure, façade & roofing works

Vehicles to be banked in and out of site entrance from Pembroke Road for material drop off and rubbish collection

Site entrance from Pembroke Road

Tree Protection Zone

Station Approach

Hoist to be positioned centrally for full access to development

Site offices & welfare to be positioned inside the fence line along Pembroke Road and be double stacked.



Pembroke Road

WCEC ARCHITECTS - DISCLAIMER

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Architects. This drawing must be read in conjunction with the Contract Documents. It is the contractor's responsibility to ensure full compliance with the Building Regulations. From this drawing, use figured dimensions only. It is the contractor's responsibility to check and verify all dimensions on site. No guarantee is made by the Architects as to the accuracy of any dimensions. Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.



No	Date	Description	by
A	18/05/16	For Planning	CH
B	02/08/16	Amendments following Planning Responses	CH
C	14/10/16	Amendments following Planning Response	PD
D	17/10/16	Parking layout amended	PD
E	02/12/16	Updates following completion of the FRA	PD
F	12/12/16	Updates following completion of the FRA	PD
G	02/02/17	Amendments following Local Authority comments	PD



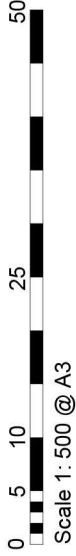
PROJECT
1 STATION APPROACH,
RUISLIP

TITLE
PROPOSED SITE PLAN

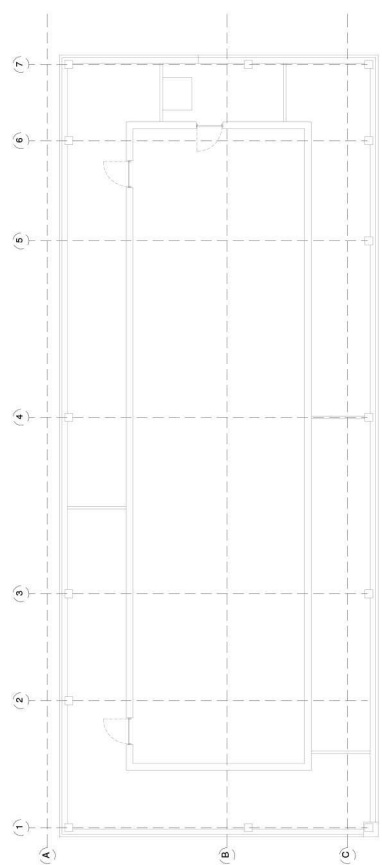
DRAWING STATUS	
FOR PLANNING	
DRAWN	CH
CHECKED	AW
SCALE	1 : 500 @A3
DATE	11/05/16

WCEC architects
South Building, Staple Inn Buildings
London, WC1V 7FZ
t: 020 3388 0019, e: email@wcec.co.uk, www.wcec.co.uk

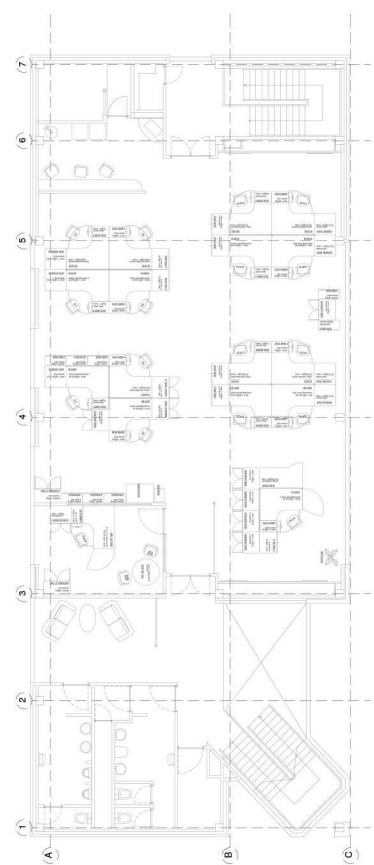
APP NO.	DRAWING NUMBER	REV
15-271	PL-06	G



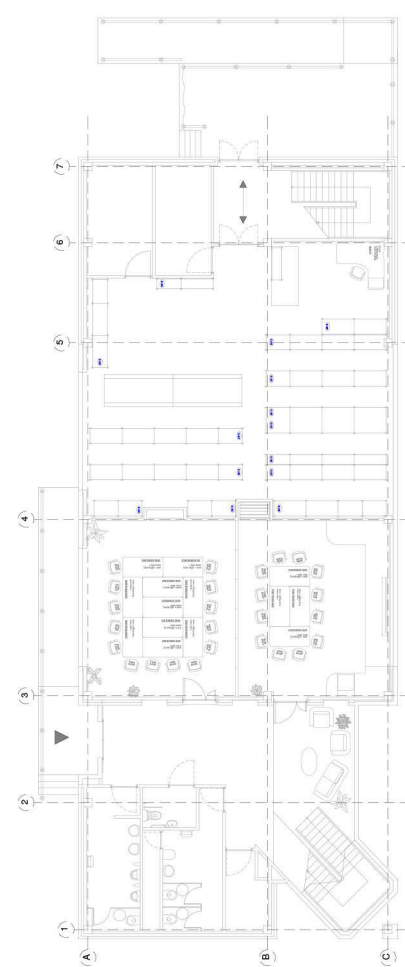
© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects.
 This drawing must be used in conjunction with all other related drawings and specifications.
 It is the contractor's responsibility to ensure full compliance with the Building Regulations and all other relevant legislation.
 Do not scale from this drawing, use figured dimensions only.
 It is the contractor's responsibility to check and verify all dimensions on site.
 Any dimensions to be reported immediately.
 Materials not in conformity with relevant British or European standards shall not be used.
 Health & Safety must not be used or specified on this project, unless it is the manufacturer's or supplier's product, and has been specified and must not be used on this project.



Roof Space



First Floor Plan



Ground Floor Plan

No.	Date	Description	CH	By	Ofc
A	18/05/16	For Planning	CH		



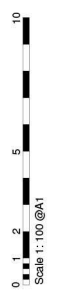
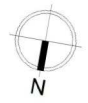
PROJECT
1 STATION APPROACH, RUISLIP

TITLE
EXISTING BUILDING FLOOR PLANS

DESIGNED BY		FOR PLANNING	
DRAWN	CH	CHECKED	AW
SCALE	1:100 @ A1		
DATE	11/05/16		

WCEC architects
 4th Floor, South Building, Station Approach, Ruislip, Middlesex, Uxbridge, London, UK.
 Telephone: 01895 941100
 Email: info@wcec.co.uk
 Website: www.wcec.co.uk

JOB NO.	DRAWING NO.	REV
15-271	PL-04	A



NOTES

1. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS MUST BE CHECKED VERIFIED ON SITE. IF IN DOUBT ASK.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, CONDITIONS, MEMORANDUMS, DRAWINGS AND SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

KEY

Proposed Sewer	Proposed Water	Proposed Stormwater	Proposed Drainage
Proposed Sewer	Proposed Water	Proposed Stormwater	Proposed Drainage
Proposed Sewer	Proposed Water	Proposed Stormwater	Proposed Drainage

NOTES:

- 1) UNDERGROUND SERVICES SHOWN TAKEN DIRECT FROM MAYFORDS UNDERGROUND UTILITY SEARCH DWG. BMB ACCEPTS NO RESPONSIBILITY FOR INFORMATION AND IS SHOWN FOR INFORMATION ONLY.
- 2) THAMES WATER SEWER REFERENCES TAKEN DIRECT FROM TW SEWER RECORDS.
- 3) SURFACE WATER EASEMENT SIGNON INDICATIVE ONLY IN ACCORDANCE WITH SEWERS FOR ADOPTION EASEMENT TABLE. EXACT EASEMENT TO BE CONFIRMED BY THAMES WATER.

Rev	Date	Description
P2	28.05.18	ISSUED FOR PLANNING
P1	15.01.18	PRELIMINARY ISSUE

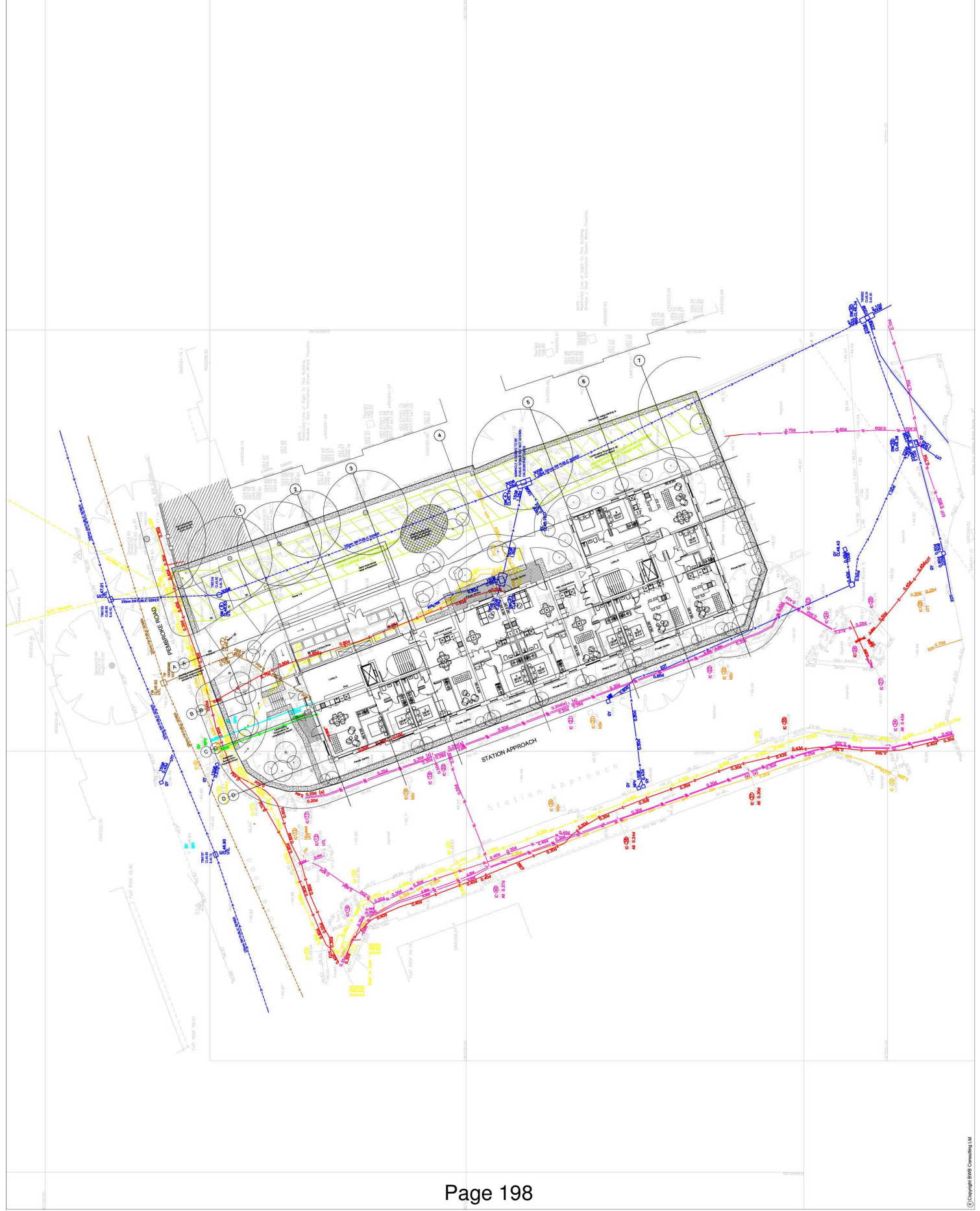
BMB
 Broomfield Building Management
 100, The Quadrant, London, E1 1RN
 Tel: 020 7234 3322
 Fax: 020 7234 3000
 Email: info@bmb.co.uk
 Website: www.bmb.co.uk

TITAN PROPOERTY DEVELOPMENT

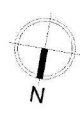
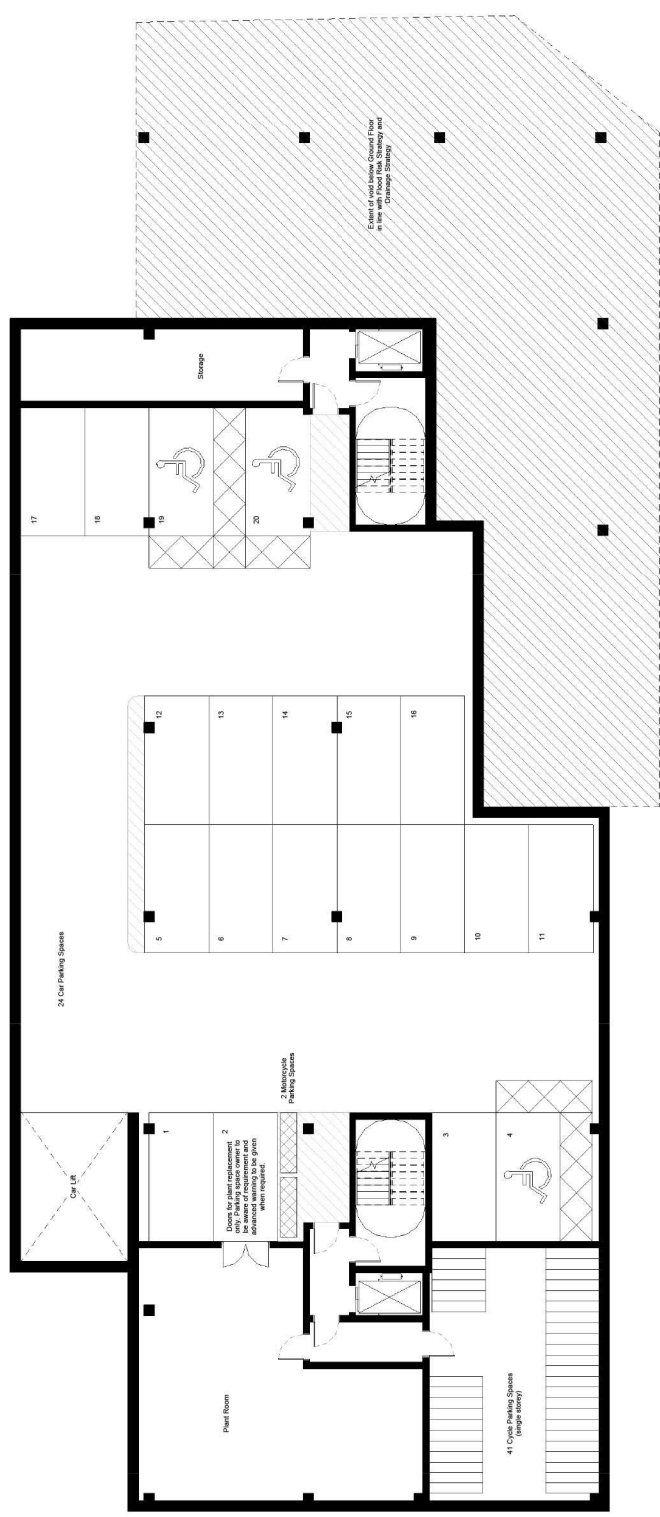
STATION APPROACH RUISLIP

EXISTING DRAINAGE AND UTILITIES

Scale	1:100	Drawn	R. HODGINS
Size	A1	Reviewed	B. HOFFMAN
Drawing Status	PRELIMINARY		
Drawing No.	LNA/2042/500		
Revision	P2		



© WCEC ARCHITECTS - DECLAMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects.
 This drawing must be used in conjunction with all other related drawings and specifications.
 It is the contractor's responsibility to ensure full compliance with the Building Regulations and all other applicable legislation.
 Do not scale from this drawing, use figured dimensions only.
 Any dimensions shown on this drawing are to be taken as shown unless otherwise stated.
 Any dimensions shown in brackets are to be taken as shown unless otherwise stated.
 Materials not in conformity with relevant British or European standards shall not be used.
 Health & Safety must be used or specified on this project.
 In the manufacture or installation process have not been specified and must be used on this project.



0 1 2 3 4 5 6 7 8 9 10
 Scale 1:100 @A1

No.	Date	Description	By	Chk
A	15/05/16	For Planning	CH	
B	02/08/16	Amendments following planning	CH	
C	14/10/16	Amendments following Planning	JD	PR
D	22/11/16	Change business address	JD	PR
E	02/12/16	Updates following completion of	JD	PR
F	15/12/16	Update following completion of	JD	PR
G	15/12/16	Update following completion of	JD	PR



PROJECT: 1 STATION APPROACH, RUSLIP
 TITLE: PROPOSED LOWER GROUND FLOOR PLAN

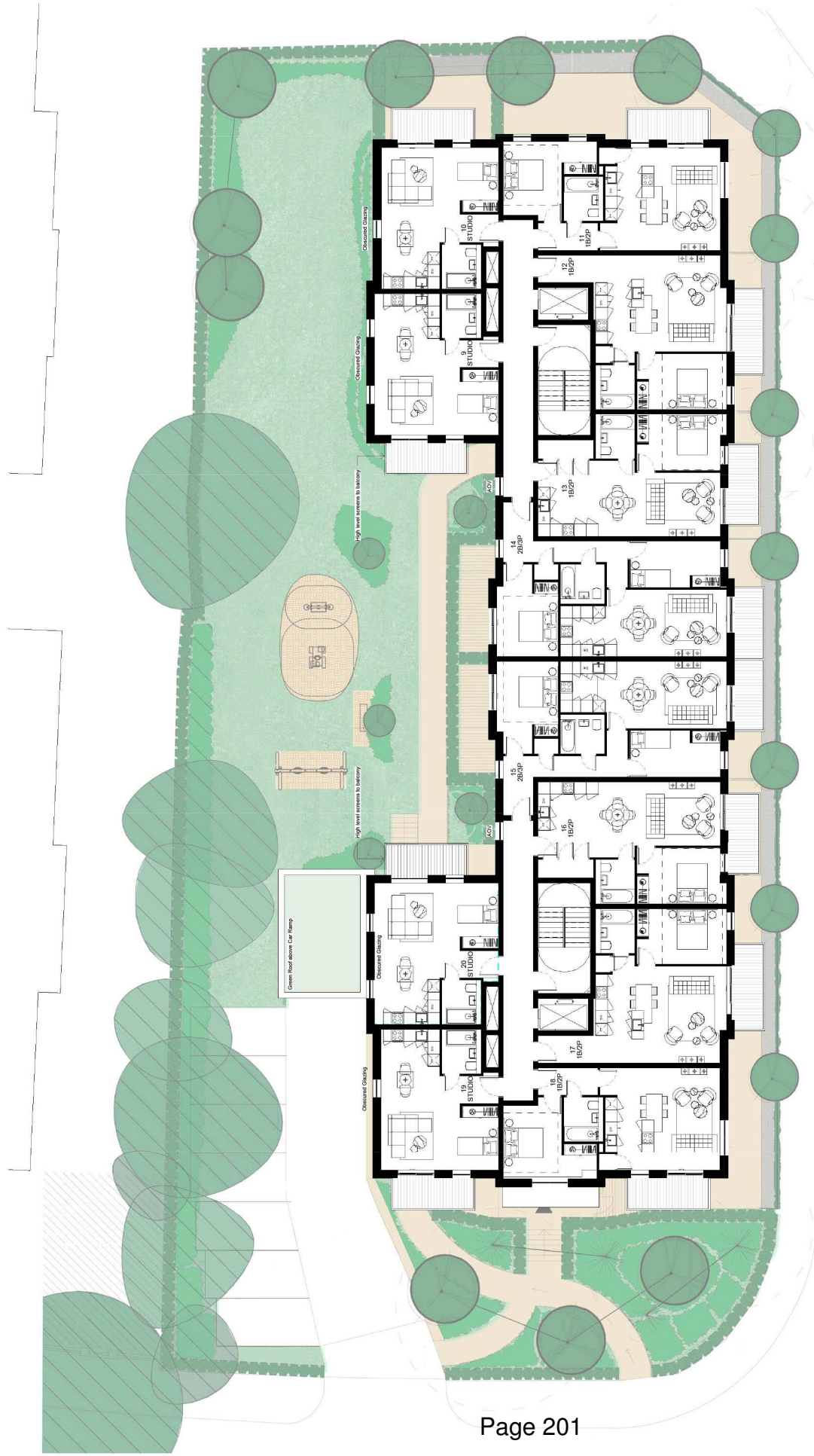
DRAWING STATUS	
DRAWN	CH
CHECKED	AW
SCALE	1:100 @ A1
DATE	11/05/16

wcec architects
 4th Floor, South Building, Station Approach, Ruslip, Uxbridge, Middlesex, UB8 3PH
 01895 8388 0128, e: email@wcec.co.uk, www.wcec.co.uk

JOB NO.	DRAWING NO.	REV
15-271	PL-07	G

Note:
 Studio
 1B2PP
 2B2PP
 2B3PP
Total Apartments 40 Apartments

WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for the contractor's responsibility to ensure full compliance with the building regulations and standards. Do not scale from this drawing, use figured dimensions only. All dimensions are in millimeters unless otherwise stated. Any dimensions shown in brackets are approximate. Materials must be confirmed with relevant British or European standards. Health & safety must not be used or specified on this project. The manufacturer or supplier's product literature must be read and must be used on this project.



No.	Date	Description	CH	BY	CHK
1	10/03/17	Amendments following Local Authority comments	JD	PK	
2	11/05/16	Issue for construction	JD	PK	
3	10/03/17	Issue following completion of the RIBA business plan	JD	PK	
4	10/03/17	Amendments following Design Review Panel comments	JD	PK	
5	10/03/17	Amendments following Planning comments	JD	PK	
6	10/03/17	Amendments following comments	JD	PK	
7	10/03/17	Amendments following comments	JD	PK	
8	10/03/17	Amendments following comments	JD	PK	
9	10/03/17	Amendments following comments	JD	PK	
10	10/03/17	Amendments following comments	JD	PK	
11	10/03/17	Amendments following comments	JD	PK	
12	10/03/17	Amendments following comments	JD	PK	
13	10/03/17	Amendments following comments	JD	PK	
14	10/03/17	Amendments following comments	JD	PK	
15	10/03/17	Amendments following comments	JD	PK	
16	10/03/17	Amendments following comments	JD	PK	
17	10/03/17	Amendments following comments	JD	PK	
18	10/03/17	Amendments following comments	JD	PK	
19	10/03/17	Amendments following comments	JD	PK	
20	10/03/17	Amendments following comments	JD	PK	



PROJECT
1 STATION APPROACH, RUSLIP

TITLE
PROPOSED FIRST FLOOR PLAN

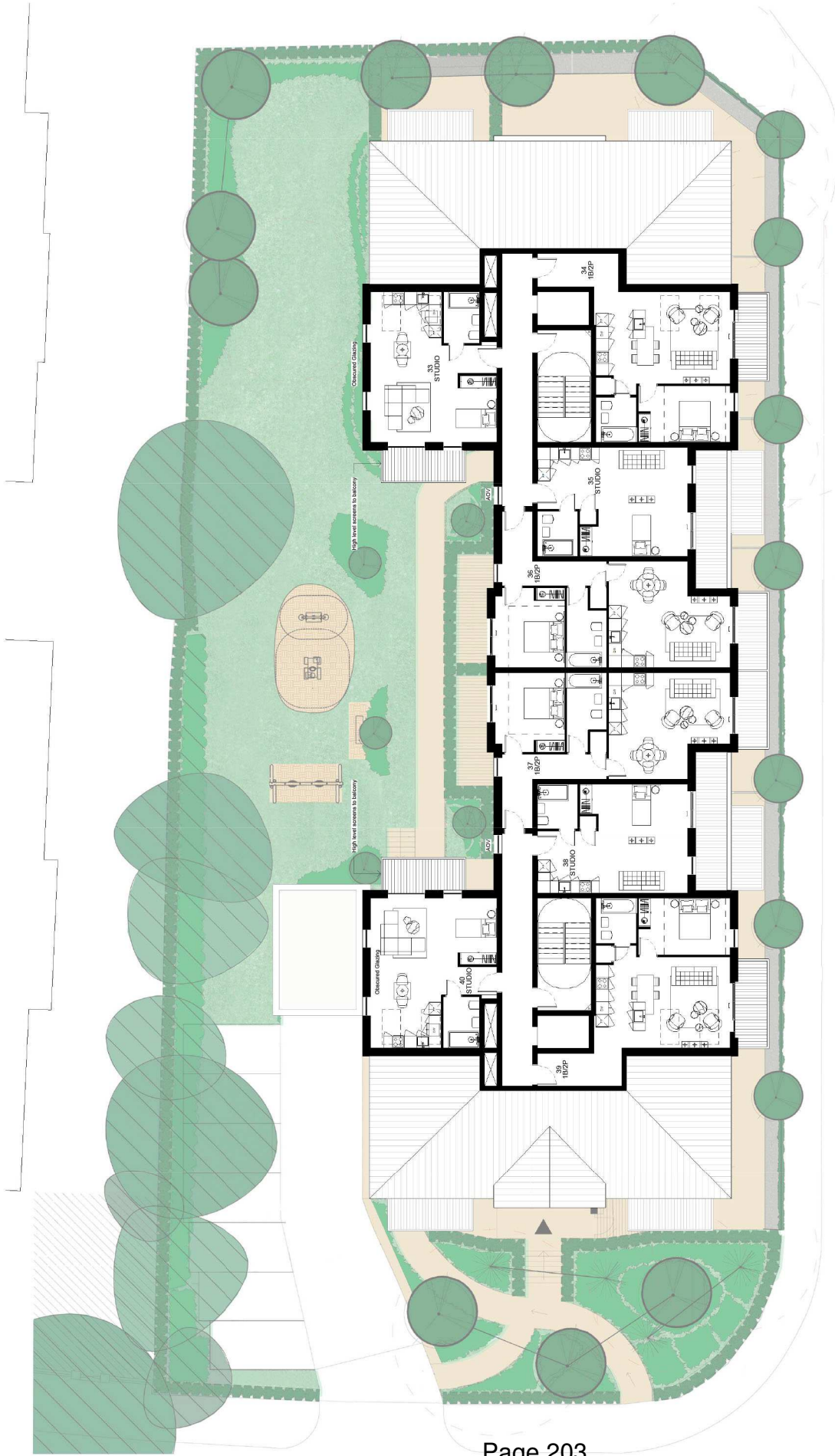
FOR PLANNING	FOR CONSTRUCTION
DRAWN: CH	CHECKED: AW
SCALE: 1:100 @ A1	
DATE: 11/05/16	

wcec architects
 4th Floor South Building, Station Approach, Ruslip, Uxbridge, Middlesex, UB8 3PH
 Telephone: 01895 831111
 Email: info@wcec.co.uk, www.wcec.co.uk

JOB NO: 15-271 | DRAWING NO: PL-09 | REV: 1

Note:
 14 Apartments
 15 Studios
 2 Studios
 2 Apartments
Total Apartments: 33

© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. WCEC Architects shall not be held responsible for any construction responsibility to check and verify all dimensions and quantities shown on this drawing. Use of figures and dimensions is for information only. Any dimensions shall be reported immediately. WCEC Architects shall not be held responsible for any construction responsibility to check and verify all dimensions and quantities shown on this drawing. Use of figures and dimensions is for information only. Any dimensions shall be reported immediately. WCEC Architects shall not be held responsible for any construction responsibility to check and verify all dimensions and quantities shown on this drawing. Use of figures and dimensions is for information only. Any dimensions shall be reported immediately.



No.	Date	Description	CH	BY	CHK
I	10/02/17	Amendments following Local	PD	PKR	
H	16/02/18	Larks amended	PD	PKR	
G	17/02/18	Fire locations amended	PD	PKR	
F	22/02/18	Fire locations amended	PD	PKR	
E	22/02/18	Fire locations amended	PD	PKR	
D	17/02/18	Party layout amended	PD	PKR	
C	14/02/18	Amendments following Planning	PD	PKR	
B	02/02/18	Amendments following	CH		
A	16/02/18	For Planning	CH		



PROJECT: 1 STATION APPROACH, RUSLIP
 TITLE: PROPOSED THIRD FLOOR PLAN

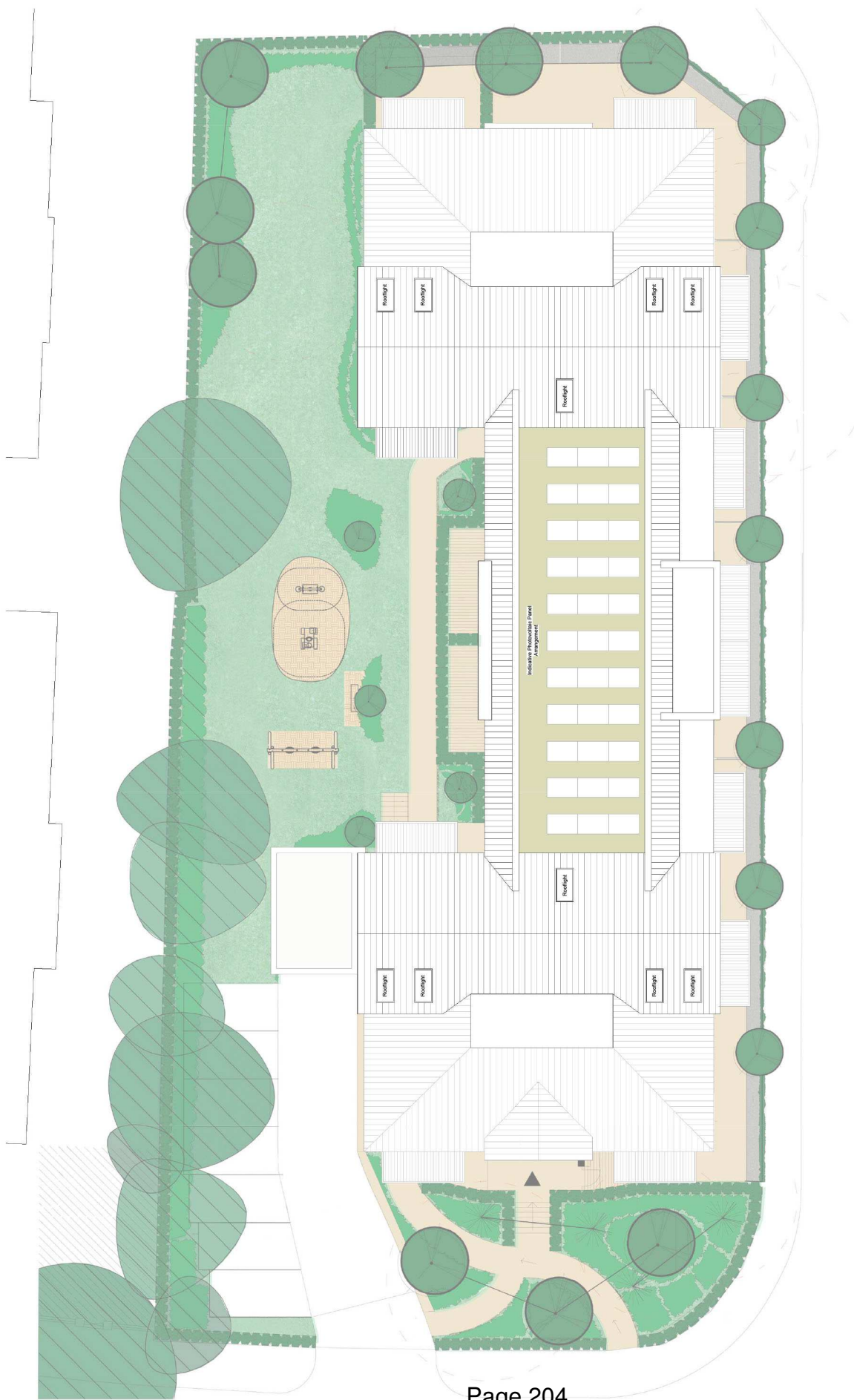
REV	DATE	DESCRIPTION
1	11/05/16	

wcec architects
 4th Floor, South Building, Station Approach, Ruslip, Uxbridge, Middlesex, UB8 3PH
 01895 8388 0018, e: email@wcec.co.uk, www.wcec.co.uk
 JOB NO: 15-271 | DRAWING NO: PL-11 | REV: 1

Scale 1:100 @A1

Note:
 Studio
 182PP
 182PP
 282PP
 40 Apartments
 14 Apartments
 15 Apartments
 2 Apartments
 2 Apartments
 40 Apartments

© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for the contractor's responsibility to ensure full compliance with the Building Regulations and all other applicable laws and regulations. Do not scale from this drawing, use figured dimensions only. All dimensions are in millimeters unless otherwise stated. Any dimensions must be reported immediately. Materials not in conformity with relevant British or European standards shall not be used. Health & Safety must not be used or specified on this project. The manufacturer or installation process have not been specified and must not be used on this project.



No.	Date	Description	CH	BY	CHKD
A	15/05/16	For Planning	CH		
B	02/08/16	Amendments following	CH		
C	14/10/16	Amendments following Planning	CH		
D	17/10/16	Final layout attached	CH		
E	22/10/16	Final layout attached	CH		
F	22/10/16	Final layout attached	CH		
G	17/12/16	Final location amended in the light of the BFA	CH		
H	15/05/21	Amendments following local authority comments	CH		



PROJECT: 1 STATION APPROACH, RUSLIP
 TITLE: PROPOSED ROOF PLAN

DRAWING STATUS	DRAWN	CH	CHECKED	AW
FOR PLANNING	CH		AW	
SCALE	1:100 @ A1			
DATE	11/05/16			

wcec architects
 4th Floor South Building, Station Approach, Ruslip, Uxbridge, Middlesex, UB8 3PH
 01895 8388 0018, e: email@wcec.co.uk, www.wcec.co.uk
 JOB NO: 15-271 DRAWING NO: PL-13 REV: H

Note:
 Studio
 18/20P
 2/20P
 2/20P
Total Apartments 40 Apartments



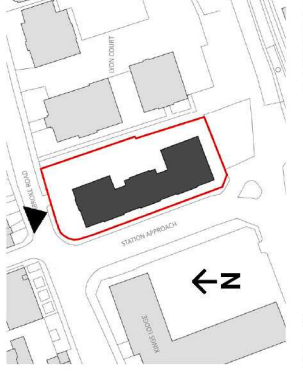
© WCEC ARCHITECTS. DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other project without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for the construction of the project. It is the contractor's responsibility to ensure full compliance with the applicable codes and regulations. Do not scale from this drawing. Use figured dimensions only. Any dimensions not shown are to be as indicated. All dimensions shall be to the face unless otherwise specified. Materials not in conformity with relevant British or European standards shall not be used. Health & safety must be followed on this project. The contractor shall ensure that all materials and workmanship in the manufacture or installation process have not been specified and must not be used on this project.



No.	Date	Description	By	Out
F	10/07/17	Annotations following Local	JD	PR
E	10/27/18	Car lift detail added	JD	PR
D	08/15/18	Annotations following Design	JD	PR
C	14/10/18	Annotations following Planning	JD	PR
B	10/08/18	Annotations following	JD	PR
A	18/05/18	For Planning	CH	CH



PROJECT: 1 STATION APPROACH, RUISLIP
TITLE: PROPOSED NORTH ELEVATION
DESIGNED BY: FOR PLANNING
DRAWN BY: CH
CHECKED BY: AW
SCALE: 1:1,000 @ A1
DATE: 11/05/16
wcec architects
 4th Floor, South Building, Station Approach, Ruislip, Middlesex, Uxbridge, London, UK
 E: info@wcec.co.uk, t: 01895 211 208
JOB NO.: 15-271
DRAWING NO.: PL-16
REV: F



Site Plan
 1:1,000@A1

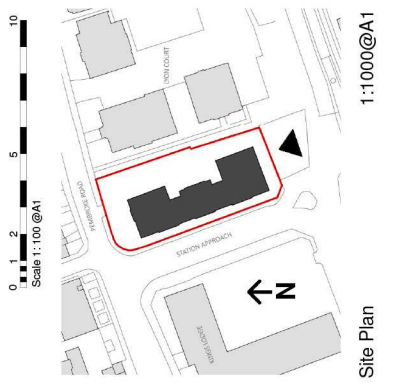
© WCEC ARCHITECTS. DECLAMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. It is the contractor's responsibility to ensure full compliance with the Building Regulations and to ensure that all work is carried out in accordance with the approved drawings. Do not scale from this drawing, use figured dimensions only. Any dimensions shown on this drawing are to be taken as shown unless otherwise stated. Materials not in conformity with relevant British or European standards shall not be used. Health & safety must not be used or specified on this project. The manufacturer or supplier's name and product details must be used on this project.



No.	Date	Description	By	Out
H	10/05/16	Amendments following Local	PD	PR
G	12/02/16	Car lift detail added	PD	PR
F	02/02/16	Upstairs following completion of	PD	PR
E	23/11/16	Change measure added	PD	PR
D	08/11/16	Amendments following Design	PD	PR
C	14/10/16	Amendments following Planning	PD	PR
B	02/08/16	Amendments following	CH	
A	18/05/16	For Planning	CH	



PROJECT: 1 STATION APPROACH, RUISLIP
 TITLE: PROPOSED SOUTH ELEVATION
 DRAWING FILE: FOR PLANNING
 DRAWN: CH
 CHECKED: AW
 SCALE: 1:1000 @ A1
 DATE: 11/05/16
WCEC architects
 4th Floor, South Building, Station Approach, Ruislip, Middlesex, Ux8 3PH
 Telephone: 01895 941100
 Email: info@wcec.co.uk
 Website: www.wcec.co.uk
 JOB NO: 15-271
 DRAWING NO: PL-17
 REV: H



Site Plan
 1:1000@A1

© WCEC ARCHITECTS. DECLARATION
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. It is the contractor's responsibility to ensure full compliance with the Building Regulations and to ensure that all work is carried out in accordance with the approved drawings. Do not scale from this drawing. Use the dimensions only. Any dimensions shall be reported immediately. Materials shall be reported immediately. Materials not in conformity with relevant British or European standards shall not be used. Health & safety must be followed on this project. The manufacturer or supplier's instructions must be followed in the manufacture or installation. Processes have not been specified and must not be used on this project.



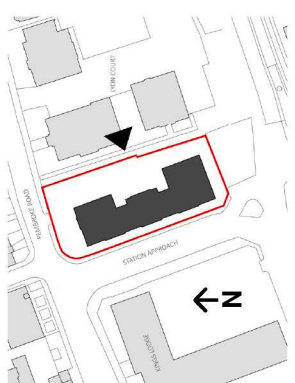
NO.	DATE	DESCRIPTION	BY	CHKD
A	18/05/16	For Planning	CH	
B	20/06/16	Amendments following comments	CH	
C	14/10/16	Amendments following Planning	JD	PR
D	08/11/16	Amendments following Design	JD	PR
E	23/11/16	Change Measure added	JD	PR
F	23/11/16	Final comments	JD	PR
G	02/02/17	Amendments following Local Authority comments	JD	PR



PROJECT: 1 STATION APPROACH, RUISLIP
 TITLE: PROPOSED EAST ELEVATION
 DRAWING FILE: FOR PLANNING
 DRAWN: CH
 CHECKED: AW
 SCALE: As indicated @ A1
 DATE: 11/05/16

WCEC architects
 4th Floor, South Building, Station Road, Ruislip, Middlesex, Uxbridge, London, UK
 01892 3388 0029, e: email@wcec.co.uk, www.wcec.co.uk

JOB NO: 15-271 | DRAWING NO: PL-15 | REV: G



Site Plan
 1:1000@A1

© WCEC ARCHITECTS - DOCUMENT
 This drawing is complete and shall not be reproduced or used for any other project without the written consent of WCEC Architects. This drawing was prepared in conjunction with all other related drawings and shall be read in conjunction with all other related drawings. It is the contractor's responsibility to ensure full compliance with the applicable codes and regulations. Do not make any changes or modifications without the written consent of WCEC Architects. All dimensions are in feet and inches unless otherwise specified. All dimensions shall be verified on the ground. Materials and methods shall be as specified or approved by the engineer. All materials and methods shall be in accordance with relevant British or European standards. Safety must not be compromised on this project. The contractor shall be responsible for obtaining all necessary permits and ensuring that all construction processes have been specified and must be used on this project.



LYON COURT ROOF LEVELS (FROM HIGHEST RIDGE)

No.	Date	Description	By	Out
G	12/05/16	Finalise drawings for planning	JD	PH
F	12/02/16	Finalise drawings for planning	JD	PH
E	12/02/16	Finalise drawings for planning	JD	PH
D	12/02/16	Finalise drawings for planning	JD	PH
C	14/01/16	Finalise drawings for planning	JD	PH
B	12/02/16	Finalise drawings for planning	JD	PH
A	12/02/16	Finalise drawings for planning	JD	PH



PROJECT
 1. STATION APPROACH, RUISLIP

TITLE
 PROPOSED WEST ELEVATION

DESIGNED FOR
 FOR PLANNING

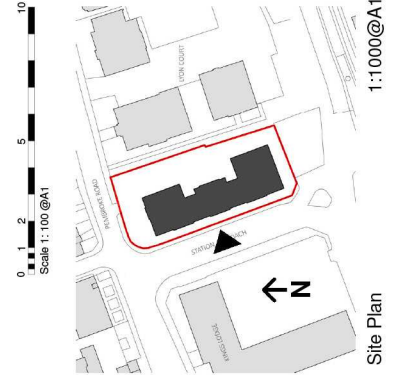
DRAWN CH **CHECKED** AW

SCALE As indicated @ A1

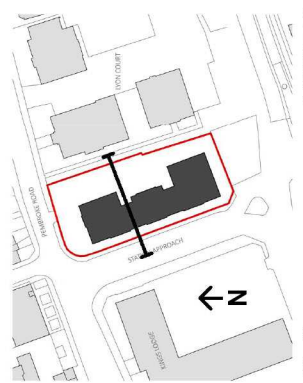
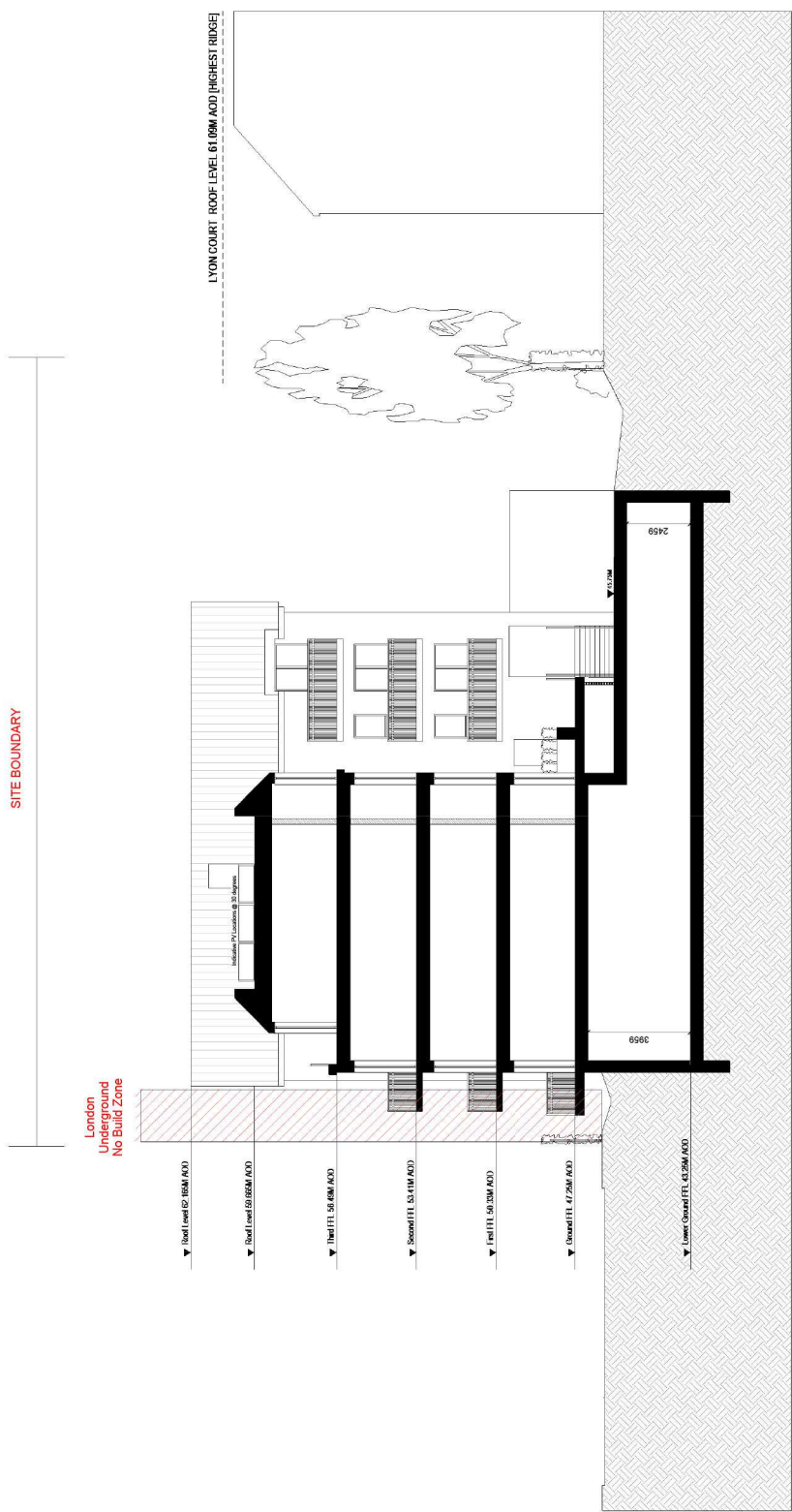
DATE 11/05/16

wcec architects
 4th Floor, South Building, Station Inn Buildings,
 15-17 Station Road, Ruislip, Middlesex, U.K.
 W3 0LH
 Telephone: 0181 825 1234
 Email: info@wcec.co.uk, www.wcec.co.uk

JOB NO. | **DRAWING NO.** | **REV**
 15-271 | PL-14 | G



© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects.
 This drawing must be used in conjunction with all other related drawings and specifications.
 It is the contractor's responsibility to ensure full compliance with the Building Regulations and all other applicable laws and regulations.
 Do not scale from this drawing, use figured dimensions only.
 The contractor is responsible to check and verify all dimensions and details.
 Any dimensions must be reported immediately.
 Materials must be in conformity with relevant British or European standards.
 Health & Safety must be used or specified on this project.
 In the manufacture or installation process have not been specified and must be used on this project.



No.	Date	Description	By	Chk
E	10/05/16	Amendments following Local	JD	PK
D	28/11/15	Change to be added	JD	PK
C	14/10/15	Amendments following Planning	JD	PK
B	02/08/15	Amendments following	CH	CH
A	18/05/15	For Drawing	CH	CH



PROJECT
1 STATION APPROACH, RUSLIP

TITLE
PROPOSED SECTION A-A

DRAWING STATUS
FOR PLANNING

DRAWN
 CH

CHECKED
 AW

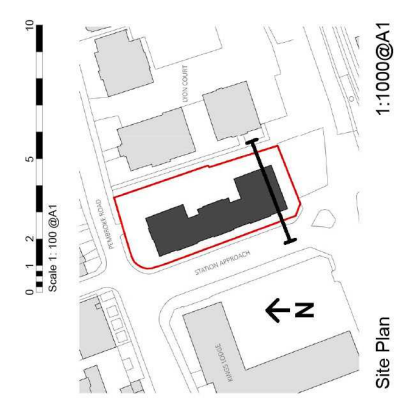
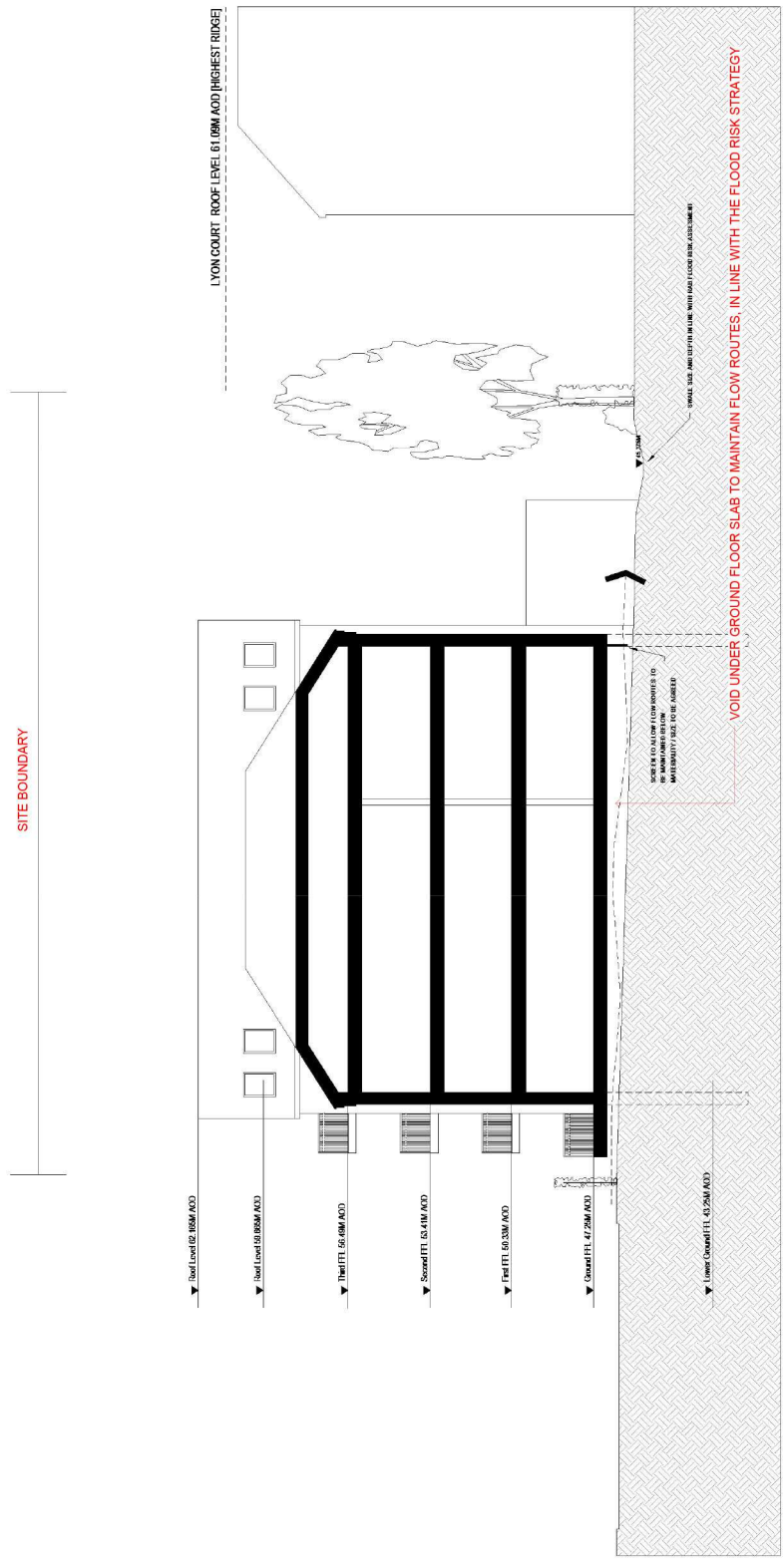
SCALE
 As indicated @ A1

DATE
 11/05/16

wcec architects
 4th Floor South Building, Empire Way Building,
 Station Road, Uxbridge, Middlesex, UB8 3PH
 Telephone: 01895 811111
 Email: info@wcec.co.uk, www.wcec.co.uk

JOB NO. | DRAWING NO. | REV
 15-271 | PL-18 | E

WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. Do not scale from this drawing, use figured dimensions only. Any dimensions shown on this drawing are the final dimensions as shown on the construction documents. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. Materials not in conformity with relevant British or European standards shall not be used. Health & safety must be considered at all times. WCEC Architects shall not be held responsible for any errors or omissions in the manufacture or installation process that have not been specified and must not be used on this project.



No.	Date	Description	By	Chk
C	10/03/2016	Amendments following client	PD	PR
B	12/12/15	Car lift detail added	PD	PR
A	10/12/15	Following completion of	PD	PR



PROJECT
 1 STATION APPROACH, RUSLIP

TITLE
 PROPOSED SECTION B-B

DRAWING STATUS
 FOR PLANNING

DRAWN PD **CHECKED** PR
SCALE As indicated @ A1
DATE 23/11/2016

wcec architects
 4th Floor South Building, Station Approach, Ruslip, Uxbridge, Middlesex, UB8 3PH
 London: 020 888 0029, e: email@wcec.co.uk, www.wcec.co.uk
 Birmingham: 0121 717 1111, e: info@wcec.co.uk, www.wcec.co.uk

JOB NO. 15-271 **DRAWING NO.** PL-21 **REV** C

© WCEC ARCHITECTS - DOCUMENT
 This drawing is complete and shall not be reproduced or used for any other project without the written consent of WCEC Architects. This drawing was prepared in conjunction with all other related drawings and shall be read in conjunction with all other related drawings. It is the contractor's responsibility to ensure full compliance with the Building Regulations and all other applicable codes. Do not make any changes, use figured dimensions only, or alter the contractor's responsibility to check and verify all dimensions. Any discrepancies shall be reported immediately. Materials and workmanship shall conform to relevant British or European standards. Safety must not be compromised in any way. In the manufacture or installation process, any materials not specified and must not be used on this project.



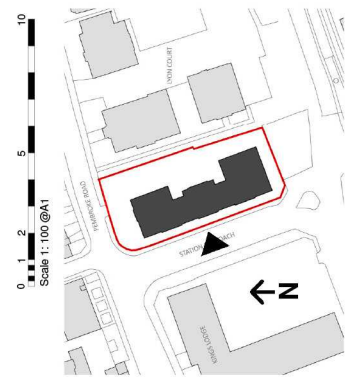
LYON COURT ROOF LEVELS (SWM AND HIGHEST RIDGE)

No.	Date	Description	By	Out



PROJECT	1. STATION APPROACH, RUISLIP		
TITLE	PROPOSED WEST SECTIONAL ELEVATION		
DRAWING FILE	FOR PLANNING		
DRAWN	PD	CHECKED	PR
SCALE	As indicated @ A1		
DATE	02/03/17		

WCEC architects
 4th Floor, South Building, Station Approach, Ruislip, Middlesex, Uxbridge, Greater London, UK
 0203 3188 0003, e: email@wcec.co.uk, www.wcec.co.uk
 JOB NO. DRAWING NO. REV
 15-271 PL-24



Site Plan 1:1000@A1

© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other project without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. It is the contractor's responsibility to ensure full compliance with the relevant building regulations and to ensure that all dimensions and details are correct. Do not scale from this drawing, use. If you need dimensions only, please refer to the drawing. Any dimensions shown are for information only and should not be used for construction. Materials not in conformity with relevant British or European standards shall not be used. Health and safety must be observed at all times. The contractor shall ensure that all work is carried out in accordance with the relevant building regulations and must be used on this project.

Communal Amenity

Private Amenity



STATION APPROACH

0 1 2 5 10
 Scale 1:100 @A1

No.	Date	Description	By	Ofc
A		PROVISION	PD	PR
B		AMENITY	PD	PR
C		CONSTRUCTION	PD	PR



PROJECT: 1 STATION APPROACH, RUISLIP

TITLE: GROUND FLOOR AMENITY SPACE PROVISION

DESIGNED BY	CHECKED	DATE
PD	PR	19/12/16

WCEC architects
 4th Floor, South Building, Dublin City University,
 Belfield, Dublin 4, Ireland
 Tel: 01 856 8888, Email: info@wcec.co.uk, www.wcec.co.uk

JOB NO.	DRAWING NO.	REV
15-271	PL-23	A

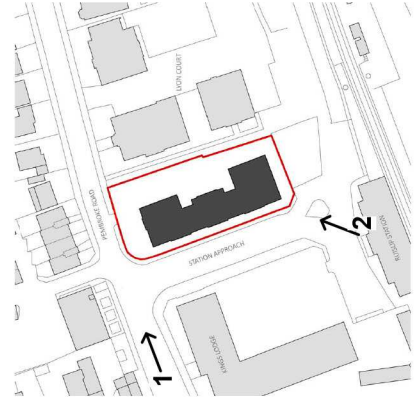
© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. It is the contractor's responsibility to ensure full compliance with the relevant building codes and regulations. Do not scale from this drawing, use figured dimensions only. Any dimensions must be reported immediately. Materials must be in conformity with relevant British or European standards. The contractor shall be responsible for ensuring that all materials and workmanship are of a standard suitable for the intended use and that all materials and workmanship are in accordance with the manufacturer's or supplier's instructions and must not be used on this project.



ARTISTS IMPRESSION 1 - View from Pembroke Road



ARTISTS IMPRESSION 2 - View from Ruislip Station 1



Site Plan

1:1000@A1

No.	Date	Description	CH	BY	CHKD
E	10/03/21	Amendments Schedule of Work	JD	PK	
F	10/03/21	Amendments Schedule of Work	JD	PK	
G	10/03/21	Amendments Schedule of Work	JD	PK	
H	10/03/21	Amendments Schedule of Work	JD	PK	
I	10/03/21	Amendments Schedule of Work	JD	PK	
J	10/03/21	Amendments Schedule of Work	JD	PK	
K	10/03/21	Amendments Schedule of Work	JD	PK	
L	10/03/21	Amendments Schedule of Work	JD	PK	
M	10/03/21	Amendments Schedule of Work	JD	PK	
N	10/03/21	Amendments Schedule of Work	JD	PK	
O	10/03/21	Amendments Schedule of Work	JD	PK	
P	10/03/21	Amendments Schedule of Work	JD	PK	
Q	10/03/21	Amendments Schedule of Work	JD	PK	
R	10/03/21	Amendments Schedule of Work	JD	PK	
S	10/03/21	Amendments Schedule of Work	JD	PK	
T	10/03/21	Amendments Schedule of Work	JD	PK	
U	10/03/21	Amendments Schedule of Work	JD	PK	
V	10/03/21	Amendments Schedule of Work	JD	PK	
W	10/03/21	Amendments Schedule of Work	JD	PK	
X	10/03/21	Amendments Schedule of Work	JD	PK	
Y	10/03/21	Amendments Schedule of Work	JD	PK	
Z	10/03/21	Amendments Schedule of Work	JD	PK	



PROJECT
 1 STATION APPROACH, RUISLIP

TITLE
 PROPOSED ARTISTS IMPRESSIONS

DRAWING STATUS
 FOR PLANNING

DRAWN CH
CHECKED AW
SCALE 1:1000 @ A1
DATE 11/05/16

wcec architects
 4th Floor, South Building, Empire Way Building,
 Stonebridge, Clontarf, Dublin 15, Ireland
 Tel: 01 838 0028, e: email@wcec.co.uk, www.wcec.co.uk

JOB NO. | **DRAWING NO.** | **REV**
 15-271 | PL-19 | E

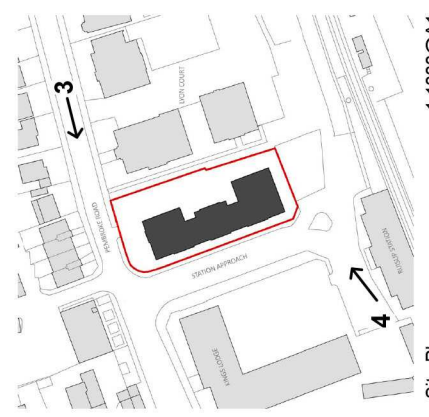
© WCEC ARCHITECTS. DECLAMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be used in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. It is the contractor's responsibility to ensure full compliance with the building code and all applicable regulations. Do not scale from this drawing. Use figured dimensions only. Any dimensions that are not specified shall be as shown. Materials not in conformity with relevant British or European standards shall not be used. Health & safety must not be used or specified on this project. The manufacturer or installation process have not been specified and must not be used on this project.



ARTISTS IMPRESSION 3 - View from Pembroke Road



ARTISTS IMPRESSION 4 - View from Ruislip Station 2



Site Plan

1:1000@A1

No.	Date	Description	By	CHK
A.		15/05/16 For Planning	CH	CH
B.		15/05/16 Amendments following	CH	CH
C.		14/10/16 Amendments following Planning	JD	PK
D.		15/01/16 Amendments following Design	JD	PK
E.		15/02/17 Amendments following Local Authority comments	JD	PK



PROJECT
1 STATION APPROACH, RUISLIP

TITLE
PROPOSED ARTISTS IMPRESSIONS

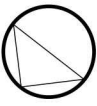
DRAWING STATUS	
FOR PLANNING	
DRAWN	CH
CHECKED	AW
SCALE	1:1000 @ A1
DATE	11/05/16

WCEC architects

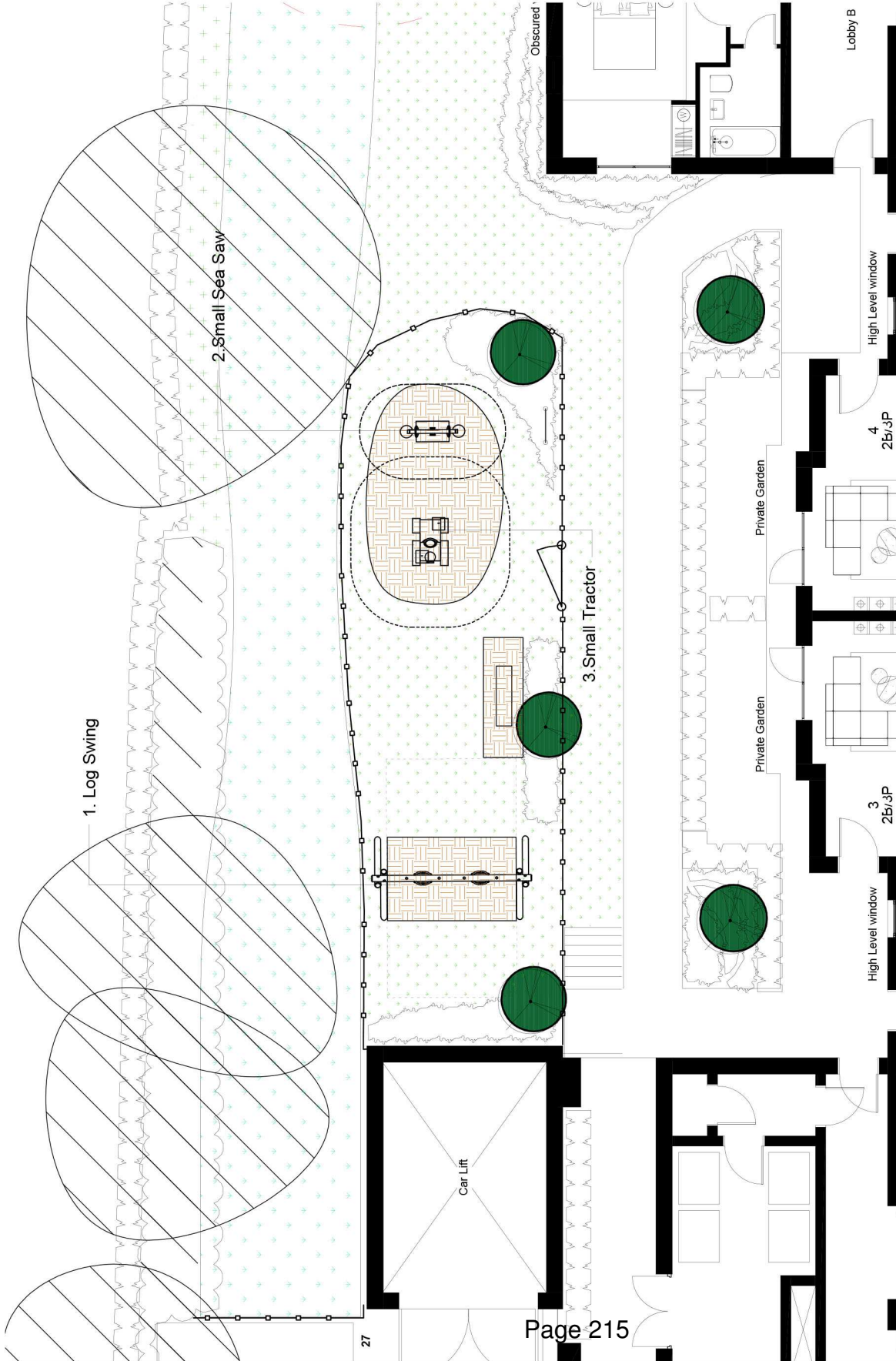
4th Floor, South Building, Empire Way Building,
 Stoney Road, Colindale, London, NW9 1EQ
 0203 3388 0033, e: email@wcec.co.uk, www.wcec.co.uk

JOB NO.	DRAWING NO.	REV
15-271	PL-20	E

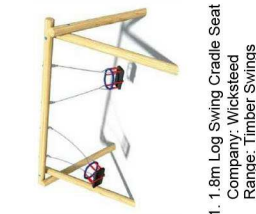
NOTES:
 Based upon the Ordnance Survey map with permission of The Controller of Her Majesty's Stationery Office.
 Aspect Landscape Planning Ltd, West Court, Horwicks, Business Park, North Way, Banbury OX16 5AF.
 Licence 10045345
 Copyright reserved
 No Dimensions to be scaled from this drawing.



Proposed Bench
 Product: Regent Seat
 Company: Wicksteed
 Ref: 6120-039



- KEY:
- Existing Trees
 - Trees Removed
 - Existing Shrubs
 - Proposed Trees
 - Proposed Hedge
 - Proposed Shrubs
 - Proposed Seating



REV	DATE	NOTE	DRAWN	CHKD
E	05.12.16	Updated to new site layout	CW	CW
D	24.11.16	Updated to new site layout	SFB	CW
C	17.11.16	Updated to architects comments	CW	AM
B	17.8.16	Updated to architects comments	CW	AM
A	31.5.16	Updated to architects comments	CW	AM

REVISIONS

aspect landscape planning

TITLE
 Fanuc House, Station Approach Ruislip
 Playspace Plan

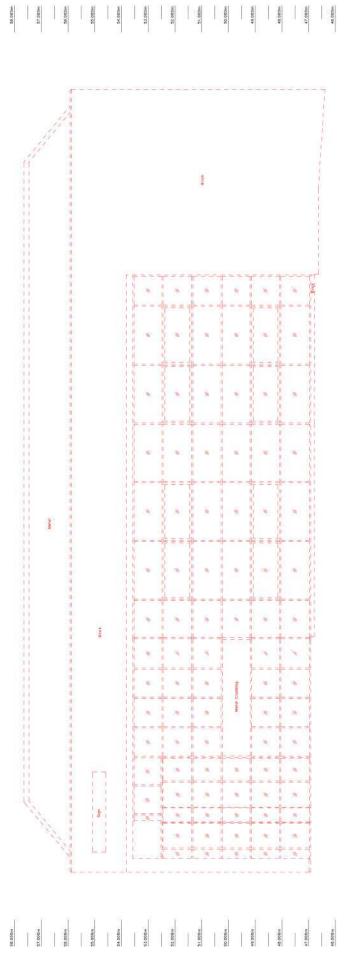
CLIENT
 WCEC Group Ltd

SCALE	DATE	DRAWN	CHKD
1:100 @ A3	MAY 2016	CW	CW

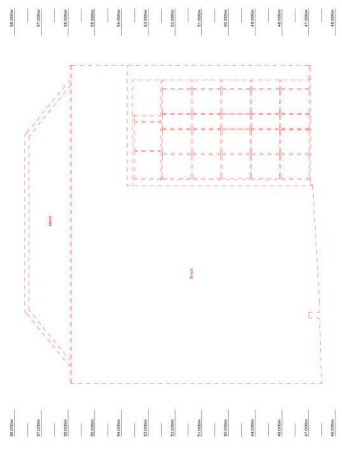
DRAWING NUMBER	REVISION
5695/ASP2	E

Based on Architects drawing no. Ruislip PL DWG Plans

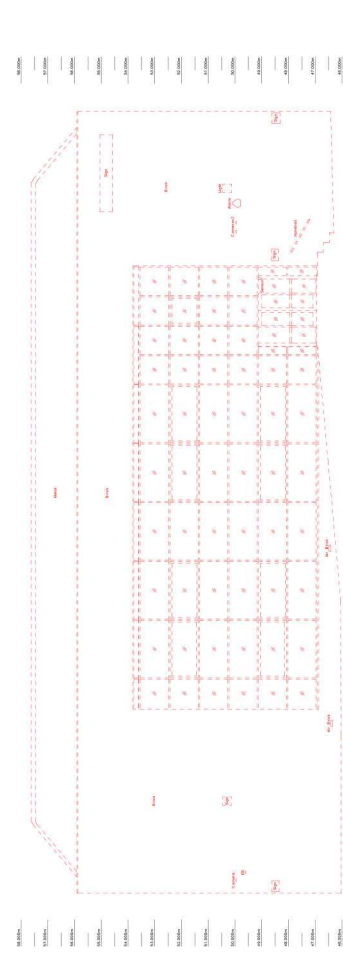
© WCEC ARCHITECTS, DOCUMENT
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects.
 This drawing must be used in conjunction with all other related drawings and specifications.
 It is the contractor's responsibility to ensure full compliance with the relevant building regulations and standards.
 Do not scale from this drawing, use figured dimensions only.
 It is the contractor's responsibility to check and verify all dimensions on site.
 Any discrepancies must be reported immediately.
 Materials not in conformity with relevant British or European standards, or which do not meet the minimum requirements for health and safety must not be used or specified on this project.
 The manufacturer or installation process have not been specified and must not be used on this project.



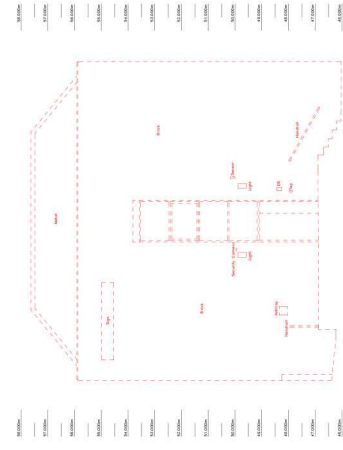
West Elevation



North Elevation



East Elevation



South Elevation



No.	Date	Description	CH	By	Of
A	18/05/16	For Planning			



PROJECT
 1 STATION APPROACH, RUISLIP

TITLE
 DEMOLITION ELEVATIONS

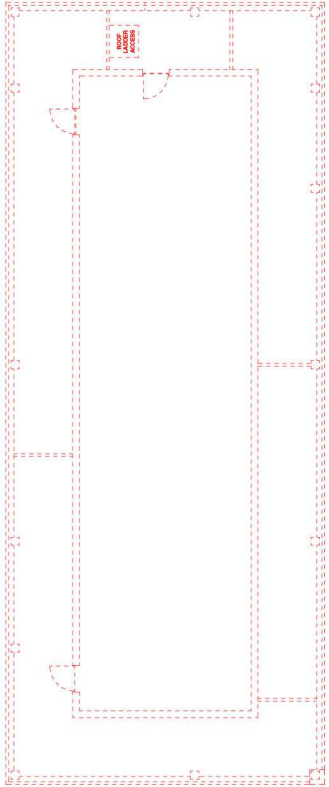
DRAWING FILE NO.	
FOR PLANNING	
DRAWN	CH
CHECKED	AW
SCALE	1:100 @ A1
DATE	11/05/16

wcec architects
 4th Floor, South Building, Station Approach, Ruislip, Middlesex, Ux8 3LH, UK
 Telephone: 0181 871 1000
 Fax: 0181 871 1001
 Email: info@wcec.co.uk, www.wcec.co.uk

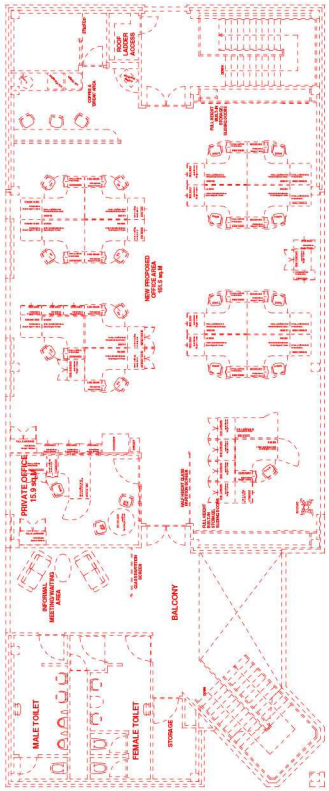
POP NO.	DRAWING NO.	REV
15-271	DM-02	A

© WCEC ARCHITECTS, DUBLIN

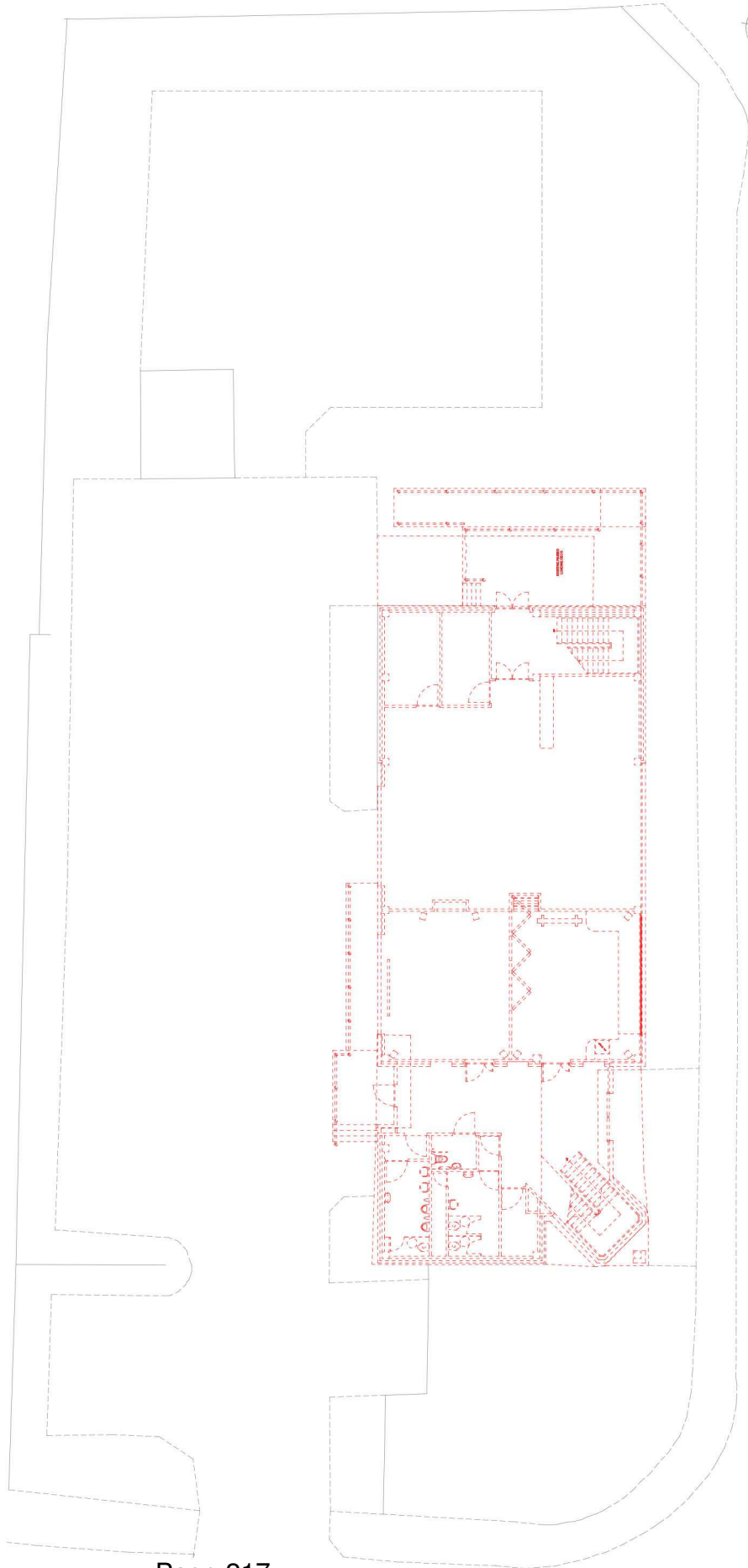
This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be read in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing or specifications. It is the contractor's responsibility to ensure full compliance with the relevant building regulations and standards. Do not scale from this or any other drawing. Verify all dimensions on site. All dimensions shall be reported immediately. Materials used in conformity with relevant British or European standards shall be used. Health & safety must not be used or specified on this project. The manufacturer or installation process must be specified and must not be used on this project.



Roof Space



First Floor Plan



Ground Floor Plan

STATION APPROACH

No.	Date	Description	CH	By	Date
A	18/05/16	For Planning			



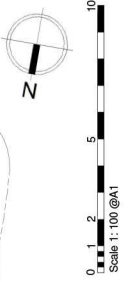
PROJECT
1. STATION APPROACH, RUISLIP

TITLE
DEMOLITION PLANS

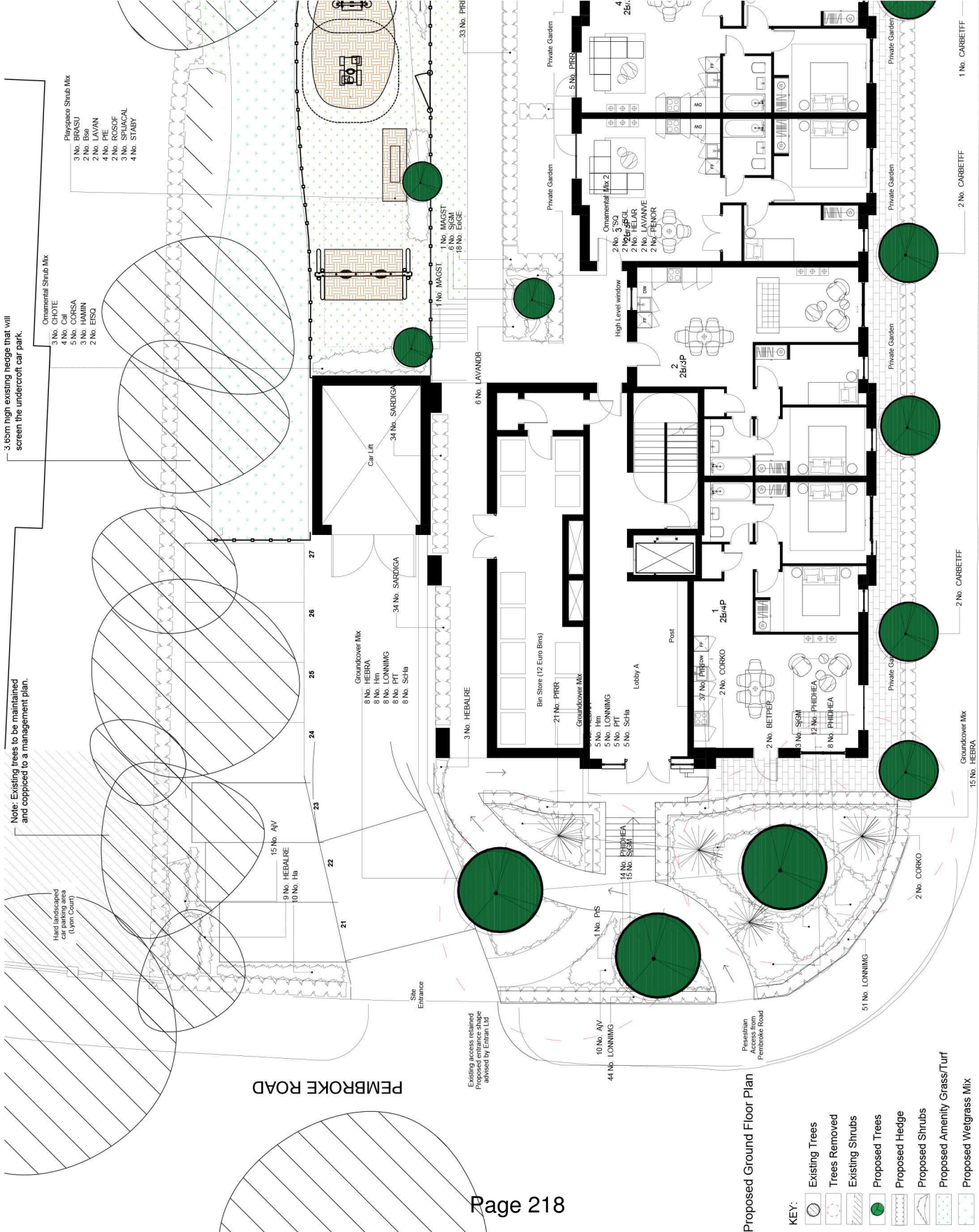
FOR PLANNING	FOR PLANNING	FOR PLANNING
DRAWN: CH	CHECKED: AW	
SCALE: 1:100 @ A1		
DATE: 11/05/16		

WCEC architects
 4th Floor South Building, Station Road, Ruislip, Co. Du. W5 2EN
 Tel: 0191 3388 0018, e: email@wcec.co.uk, www.wcec.co.uk

JOB NO. | DRAWING NO. | REV
 15-271 | DM-01 | A



Item	Quantity	Plant Name	Height	Notes
1	1	Plum	1.5m	
2	1	Apple	1.5m	
3	1	Orange	1.5m	
4	1	Peach	1.5m	
5	1	Cherry	1.5m	
6	1	Quince	1.5m	
7	1	Fig	1.5m	
8	1	Pistachio	1.5m	
9	1	Walnut	1.5m	
10	1	Almond	1.5m	
11	1	Chestnut	1.5m	
12	1	Hazelnut	1.5m	
13	1	Beech	1.5m	
14	1	Oak	1.5m	
15	1	Maple	1.5m	
16	1	Yew	1.5m	
17	1	Boxwood	1.5m	
18	1	Privet	1.5m	
19	1	Laurel	1.5m	
20	1	Juniper	1.5m	
21	1	Cypress	1.5m	
22	1	Redwood	1.5m	
23	1	Douglas Fir	1.5m	
24	1	Western Red Cedar	1.5m	
25	1	White Pine	1.5m	
26	1	Blue Spruce	1.5m	
27	1	Norway Spruce	1.5m	
28	1	Scots Pine	1.5m	
29	1	Larch	1.5m	
30	1	Sitka Spruce	1.5m	
31	1	Western White Pine	1.5m	
32	1	Liberty Bells	1.5m	
33	1	Blue Ice	1.5m	
34	1	Blue Star	1.5m	
35	1	Blue Chip	1.5m	
36	1	Blue Spire	1.5m	
37	1	Blue Pyramid	1.5m	
38	1	Blue Ball	1.5m	
39	1	Blue Globe	1.5m	
40	1	Blue Cushion	1.5m	
41	1	Blue Carpet	1.5m	
42	1	Blue Mound	1.5m	
43	1	Blue Cushion	1.5m	
44	1	Blue Carpet	1.5m	
45	1	Blue Mound	1.5m	
46	1	Blue Cushion	1.5m	
47	1	Blue Carpet	1.5m	
48	1	Blue Mound	1.5m	
49	1	Blue Cushion	1.5m	
50	1	Blue Carpet	1.5m	



- KEY:**
- Existing Trees
 - Trees Removed
 - Existing Shrubs
 - Proposed Trees
 - Proposed Hedge
 - Proposed Shrubs
 - Proposed Amenity Grass/Turf
 - Proposed Weigrass Mix
 - Proposed Play Bark
 - Proposed Seating

Proposed Ground Floor Plan

STATION APPROACH



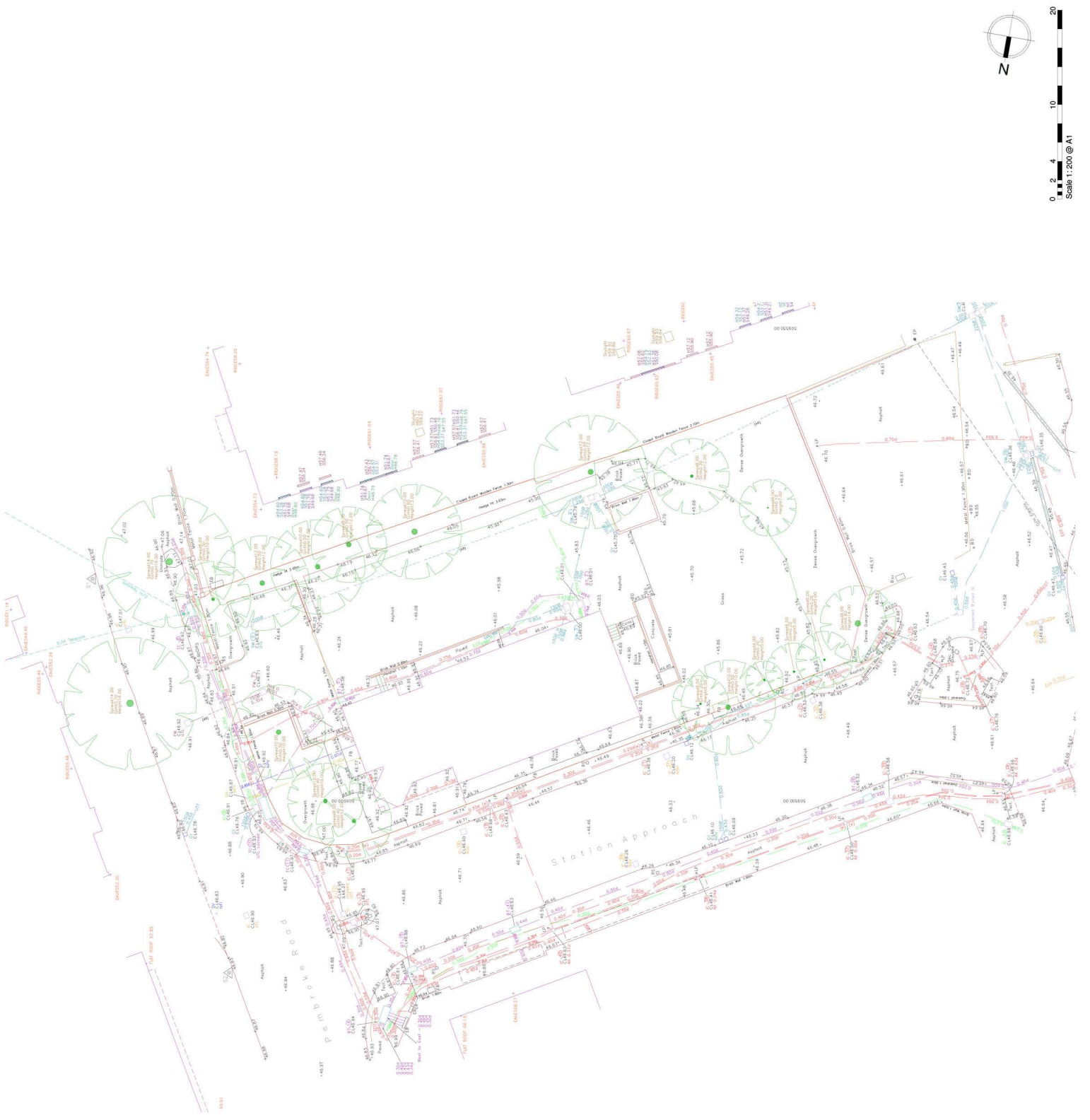
TITLE
Fanuc House, Station Approach Ruislip
Planting Plan 1 of 2

CLIENT
WCEC Group Ltd

SCALE	DATE	DRAWN	CHKD
1:150 @ A3	SEP 2015	CW	AM
DRAWING NUMBER	REVISION		
5695/ASP1.0	J		

Based on Architects drawings no. Ruislip PL DWG Plans

© WCEC ARCHITECTS. DOCUMENT
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be read in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing, nor shall we be held responsible for any health and safety issues that may arise from the use of this drawing. Do not scale from this drawing, use figured dimensions only. Any dimensions shown on this drawing shall prevail over all dimensions shown on any other drawings. Materials not in conformity with relevant British or European standards shall not be used. It is the responsibility of the client to ensure that all materials used in the manufacture or installation process have not been specified and must be used on this project.



No.	Date	Description	CH	By	Of
A	18/05/16	For Planning			



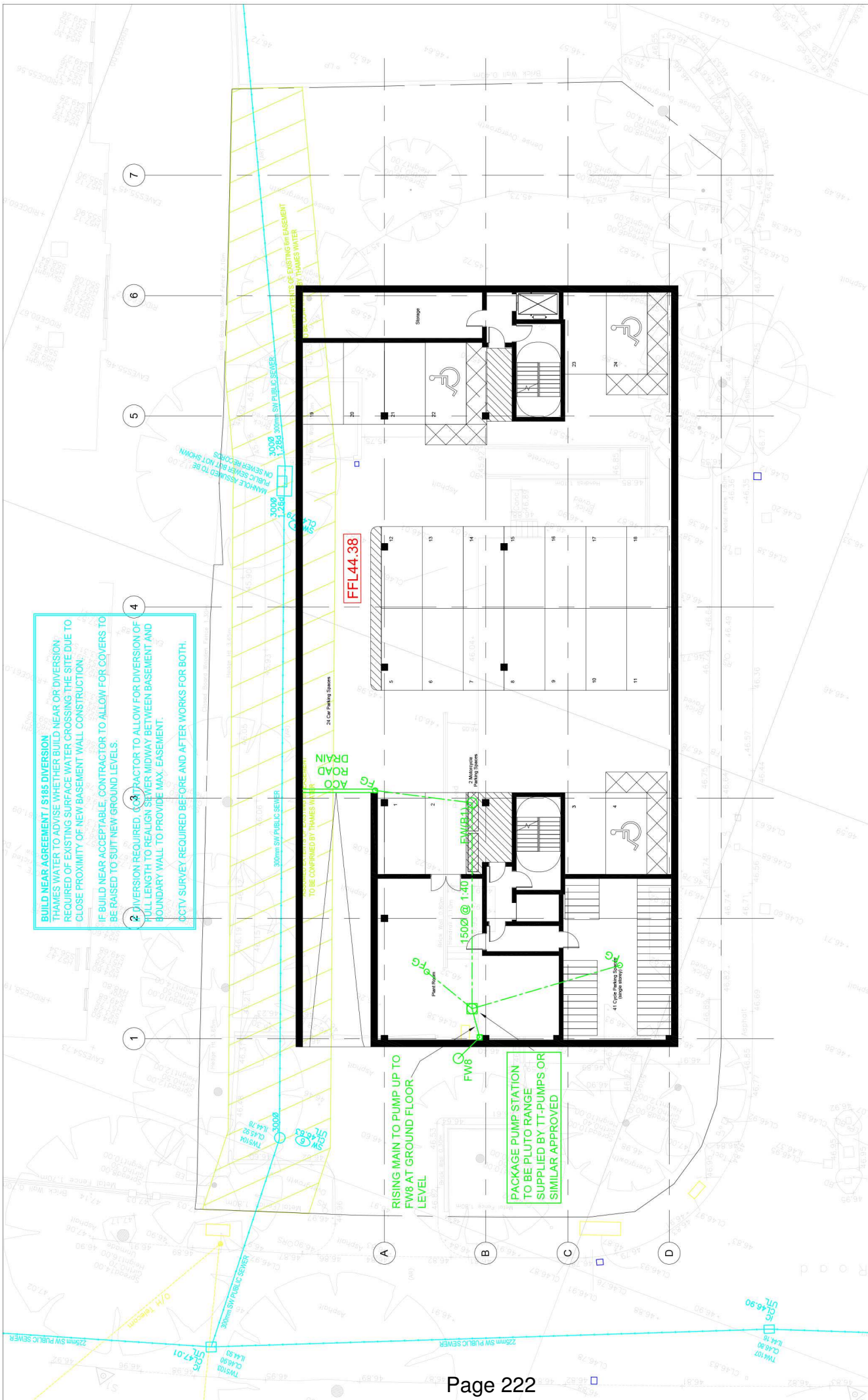
PROJECT
1 STATION APPROACH, RUISLIP

TITLE
EXISTING TOPOGRAPHICAL SURVEY

DRAWING TITLE	
FOR PLANNING	
DRAWN BY	CH
CHECKED BY	AW
SCALE	1:200 @ A1
DATE	11/05/16

WCEC architects
 4th Floor, South Building, Empire Works Building,
 100, South Circular Road, London, SE16 2JF
 Telephone: 020 7461 1100
 Email: info@wcec.co.uk, www.wcec.co.uk

PROJECT NO: 15-271
 DRAWING NO: PL-03
 REV: A



BUILD NEAR AGREEMENT 15185 DIVERSION
 THAMES WATER TO ADVISE WHETHER BUILD NEAR OR DIVERSION REQUIRED OF EXISTING SURFACE WATER CROSSING THE SITE DUE TO CLOSE PROXIMITY OF NEW BASEMENT WALL CONSTRUCTION.
 IF BUILD NEAR ACCEPTABLE, CONTRACTOR TO ALLOW FOR COVERS TO BE RAISED TO SUIT NEW GROUND LEVELS.

2 DIVERSION REQUIRED (C&T) TRACTOR TO ALLOW FOR DIVERSION OF FULL LENGTH TO REALIGN SWAGES MIDWAY BETWEEN BASEMENT AND BOUNDARY WALL TO PROVIDE MAX. EASEMENT.
 CCTV SURVEY REQUIRED BEFORE AND AFTER WORKS FOR BOTH.

ACO ROAD DRAIN
 TO BE CONFIRMED BY THAMES WATER

FW8
 RISING MAIN TO PUMP UP TO FW8 AT GROUND FLOOR LEVEL

PACKAGE PUMP STATION
 TO BE PLUTO RANGE SUPPLIED BY TT-PUMPS OR SIMILAR APPROVED

NOTES

1. BUILDING SHALL BE CONSTRUCTED TO ALL DIMENSIONS MUST BE CHECKED
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL DRAWINGS AND SPECIFICATIONS
3. ANY DIMENSIONS NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY
4. ANY DIMENSIONS NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY

KEY

- PROPOSED SW SEWER
- PROPOSED FW SEWER
- EXISTING PUBLIC SW SEWER
- EXISTING PUBLIC FW SEWER
- EXISTING PUBLIC SEWER EASEMENT
- PROPOSED PUBLIC SEWER EASEMENT
- EXISTING PUBLIC SEWER EASEMENT
- TBC BY THAMES WATER

ISSUES & REVISIONS

Date	Issue / Revision	By	Check
16/05/16	ISSUED FOR PLANNING	RH	BH
27/05/16	COLLIES REMOVED FROM PARKING AREA	RH	BH

NOTES:

1. UNDERGROUND SERVICES SHOWN (WITH DIRECT FROM MAYORS) UNDERGROUND UTILITY SEARCH (UWS) BWP ACCEPT
2. THAMES WATER SERVICES REFERENCED TAKEN DIRECT FROM TW'S RECORDS
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL DRAWINGS AND SPECIFICATIONS
4. CONTRACTOR TO APPLY FOR S108 IN RESPECT CONNECTIONS FOR BOTH FLOOD AND SURFACE WATER CONNECTIONS WITH THAMES WATER
5. RWP & SWP LOCATIONS SHOWN INDICATIVE ONLY AND WILL NEED TO BE CONFIRMED BY ARCHITECT / I.M.E.
7. IT IS RECOMMENDED THAT CONTRACTOR CARRY OUT REMEDIAL WORKS TO SW AS IDENTIFIED WITHIN DRAINAGE REPORT. WATER APPROVAL
8. ALL SERVICES TO BE 150mm UNLESS SHOWN OTHERWISE

CLIENT:
TITAN PROPERTY DEVELOPMENT

PROJECT TITLE:
STATION APPROACH RUJSLIP

DRAWING NO.:
LNA/2042/503

DRAWING STATUS:
PRELIMINARY

SCALE:
 1:100

SIZE:
 A1

DRAWN BY:
 R. Holmes

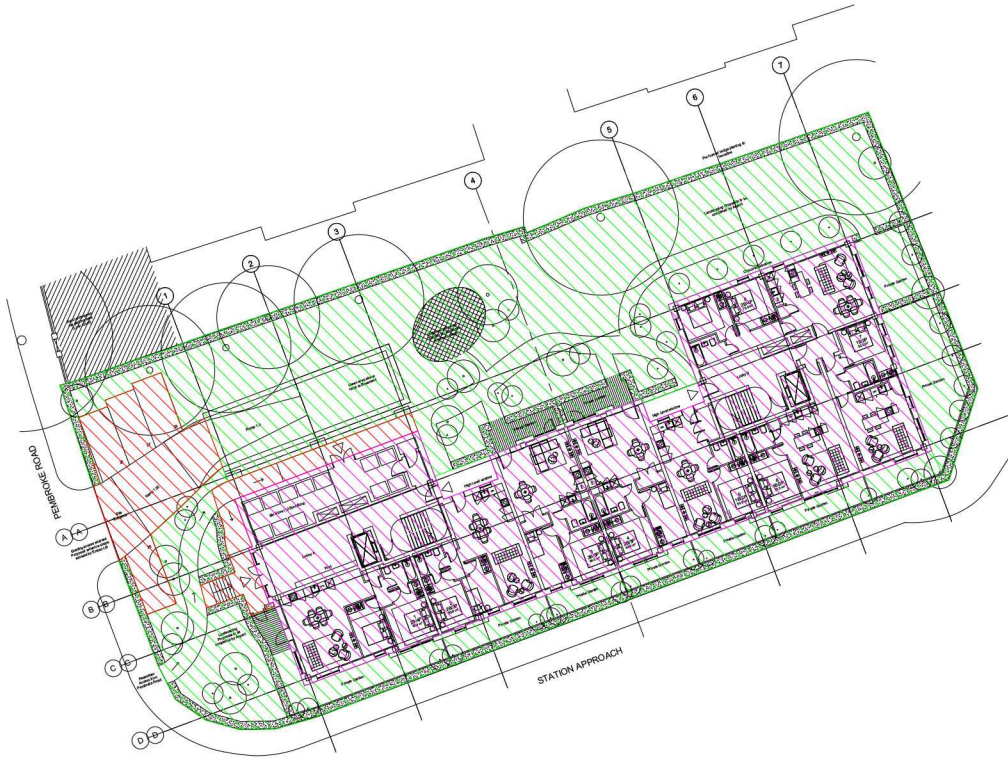
REVIEWED BY:
 B. Hoffman

REVISION:
P2

BWB
 BUREAU OF WATER BUILDINGS
 11, 12 & 13, THE BRICKS BUILDING, 100, SOUTH MOLLS LANE, LONDON, E1 6RU
 T: 020 7261 9122
 F: 020 7261 9123
 www.bwbconsulting.com

PROPOSED CATCHMENT AREAS

EXISTING CATCHMENT AREAS



	Area			Total
	Roof	Hardstanding	Landscape	
Existing (m ²)	355	729	863	1947
Proposed (m ²)	730	143	1074	1947
Difference	+375	-586	+211	0

Therefore 211m² reduction in impermeable area for development.

NOTES

1. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS MUST BE CHECKED VERIFIED ON SITE. IF IN DOUBT ASK.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, DRAWINGS AND SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
4. ANY DIMENSIONS NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

KEY

- ROOF AREA
- HARDSTANDING AREA
- LANDSCAPE AREA

Rev	Date	Details of issue / revision	Drawn	Checked
P1	15.01.18	PRELIMINARY ISSUE		
P2	26.05.18	ISSUED FOR PLANNING		
Rev				
One				
Two				

BWB
 Broomfield Way
 Birmingham B15 2SA
 Tel: 0121 233 3322
 Fax: 0121 233 8000
 London: 020 7234 9722
 Manchester: 0161 224 4240
 Birmingham: 0121 524 1100
 www.bwbconsulting.com

TITAN PROPERTY DEVELOPMENT

STATION APPROACH RUISLIP

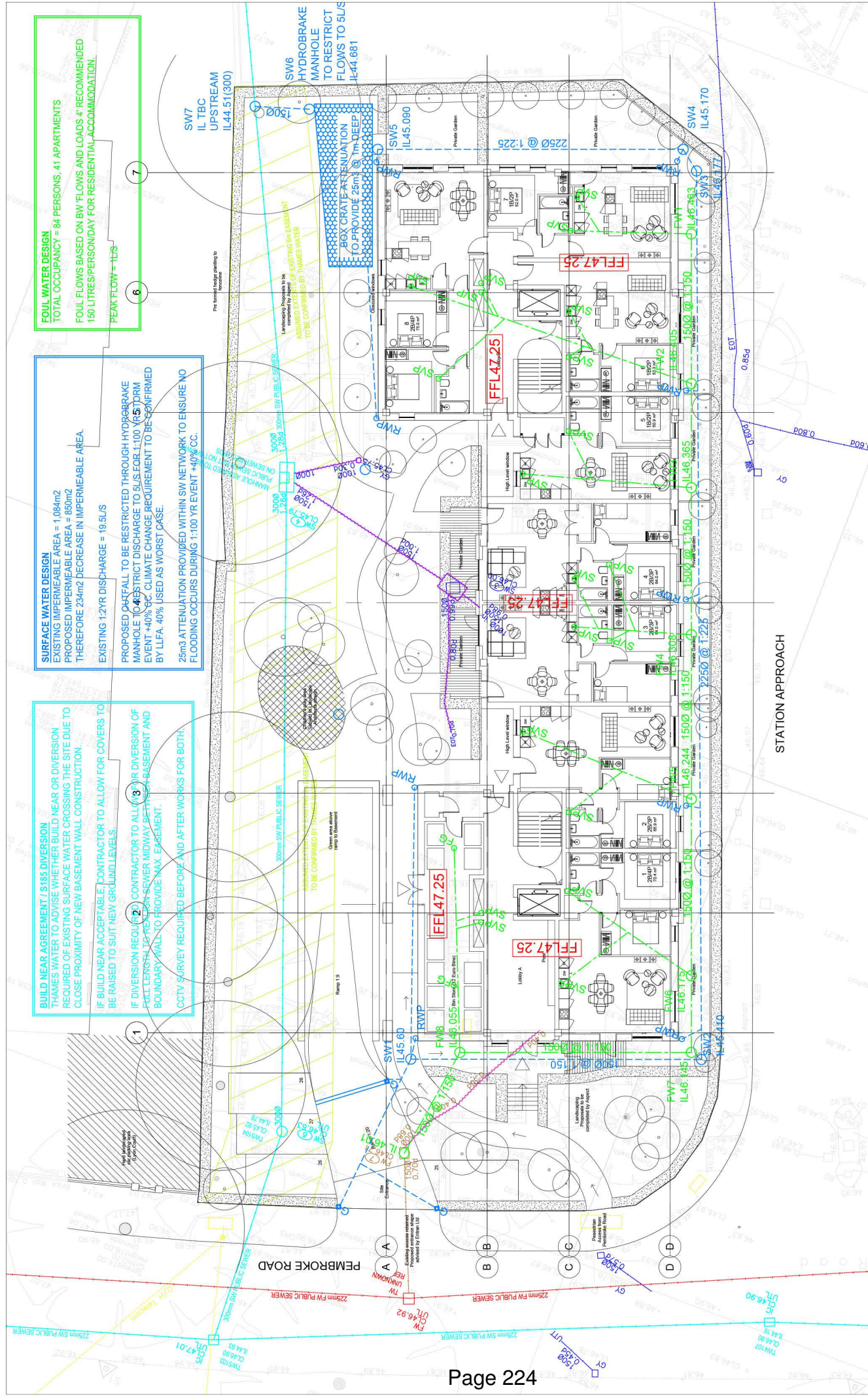
EXISTING AND PROPOSED SW CATCHMENT AREAS

Scale	1:200	Drawn	R. Hoffmann
Size	A1	Reviewed	B. Hoffmann

PRELIMINARY

Drawing No. **LNA/2042/501**

Revision **P2**



NOTES

1. VERIFY ALL DIMENSIONS AND DIMENSIONS MUST BE CHECKED
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, CONTRACT DOCUMENTS AND PREVIOUS DRAWINGS AND SPECIFICATIONS.
3. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

KEY

- PROPOSED SW SEWER
- PROPOSED FW SEWER
- EXISTING PUBLIC SW SEWER
- EXISTING PUBLIC FW SEWER
- EXISTING SEWER TO BE ABANDONED
- EXISTING PUBLIC SEWER EASEMENT
- TBC BY THAMES WATER

NOTES & REVISIONS

Rev	Date	Issue
P1	14.02.16	ISSUE FOR PERMITTING
P2	20.02.16	PRELIMINARY ISSUE WITH LOWER OF EXACT EASEMENT TO BE CONFIRMED BY THAMES WATER.
P3	20.02.16	BRIEFED FOR PLANNING

ISSUES & REVISIONS

1. THAMES WATER SERVICES SHOWN (WITH DIRECT FROM MAYORS) UNDERGROUND UTILITY SEARCH (DWS) BWP ACCEPT
2. THAMES WATER SERVICES REFERENCED TAKEN DIRECT FROM THAMES RECORDS
3. THAMES WATER SERVICES REFERENCED TAKEN DIRECT FROM THAMES RECORDS
4. CONTRACTOR TO APPLY FOR EASEMENT CONNECTIONS FOR BOTH FOUL AND SURFACE WATER CONNECTIONS WITH THAMES WATER.
5. RWP & SVP LOCATIONS SHOWN INDICATIVE ONLY AND WILL NEED TO BE CONFIRMED BY ARCHITECT / I.M.E.
6. IT IS RECOMMENDED THAT CONTRACTOR CARRY OUT REMEDIAL WORKS TO SW AS IDENTIFIED WITH DRAINAGE REPORT. WATER APPROVAL
7. IT IS RECOMMENDED THAT CONTRACTOR CARRY OUT REMEDIAL WORKS TO FW AS IDENTIFIED WITH DRAINAGE REPORT. WATER APPROVAL
8. ALL PREWORK TO BE 50mm UNLESS SHOWN OTHERWISE.

CLIENT
TITAN PROPERTY DEVELOPMENT

PROJECT TITLE
STATION APPROACH RUISLIP

PROPOSED DRAINAGE STRATEGY (GROUND FLOOR)

Scale 1:100
Size A1

Drawn R. Holmes
Reviewed B. Hoffman

Drawing No. LNA/2042/502
Revision P3

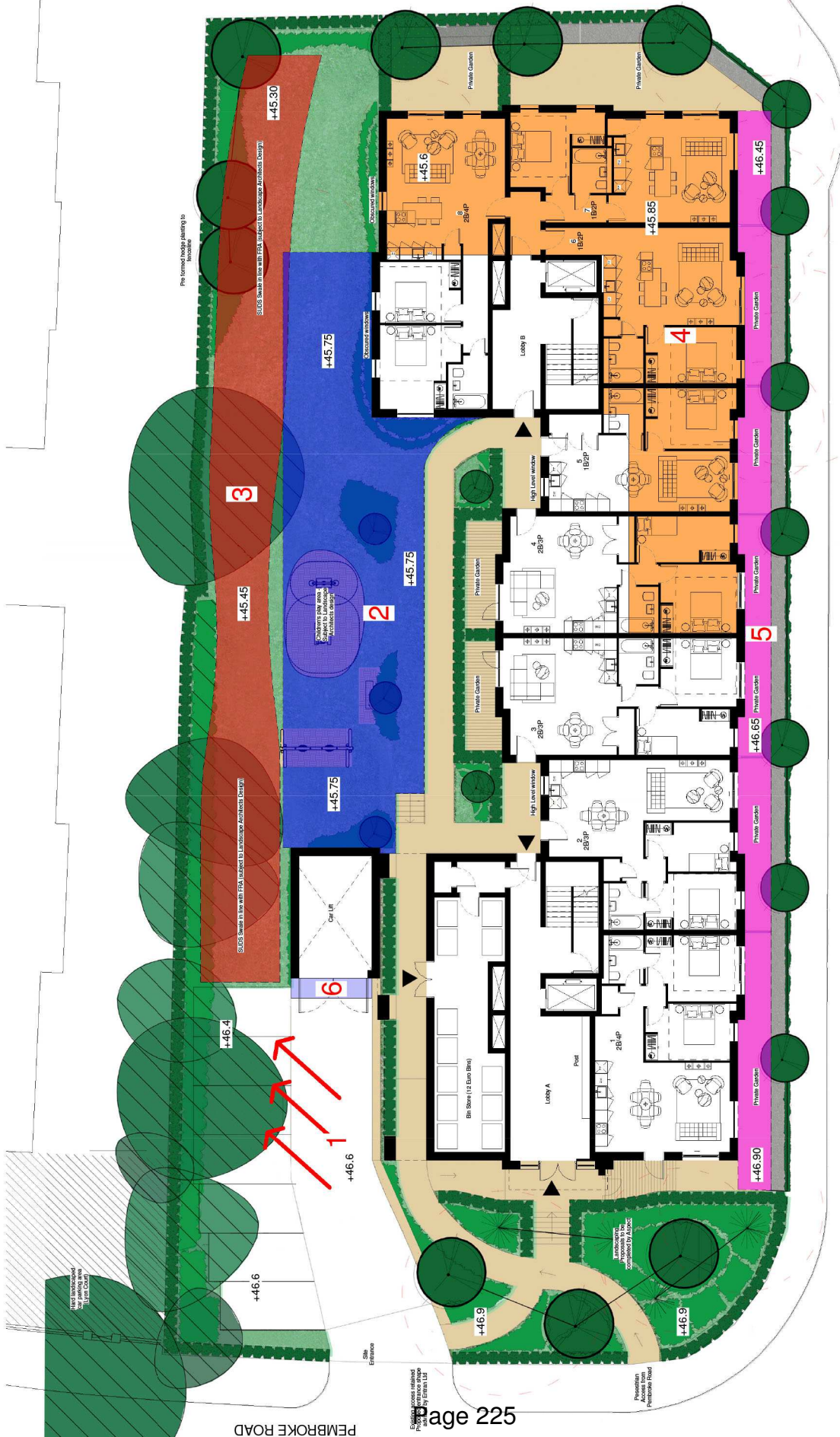
BWB
 BUREAU OF WATER BUILDINGS
 100, Abchurch Lane, London EC4N 3DF
 Tel: 020 7424 9120
 Fax: 020 7424 9121
 www.bwbconsulting.com

© Copyright BWB Consulting Ltd

© WCEC ARCHITECTS - DISCLAIMER
 This drawing is copyright and shall not be reproduced or used for any other purpose without the written consent of WCEC Architects. This drawing must be read in conjunction with all other related drawings and specifications. WCEC Architects shall not be held responsible for any errors or omissions in this drawing. Do not scale from this drawing. Use figured dimensions only. Do not use this drawing for construction purposes. All dimensions are in meters unless otherwise stated. Any dimensions in brackets are approximate. Materials and methods shall be in accordance with relevant British or European standards. Health and safety must be considered in the design and construction of any project. The manufacturer or installation products have not been specified and must be used on this project.

Flood Mitigation Measures :-

- 1- Levels manipulated to direct water towards the swale.
- 2- Area reduced to 45.75m AOD.
- 3- Swale incorporated to maintain flow routes. 3.5m wide swale with 1:4 sloped sides and a 0.5m wide bed.
- 4- Void incorporated under the building to maintain flow routes and provide storage.
- 5- Raised terraces allow for flow routes to be maintained along the Station Approach boundary, facilitated by a depression in the land.
- 6- Flood gate at the entrance to the basement car lift to prevent water entering the basement in the event of a flood.
- 7- Proposed ground level FFL raised to 47.25 AOD to prevent flooding to the building.



STATION APPROACH

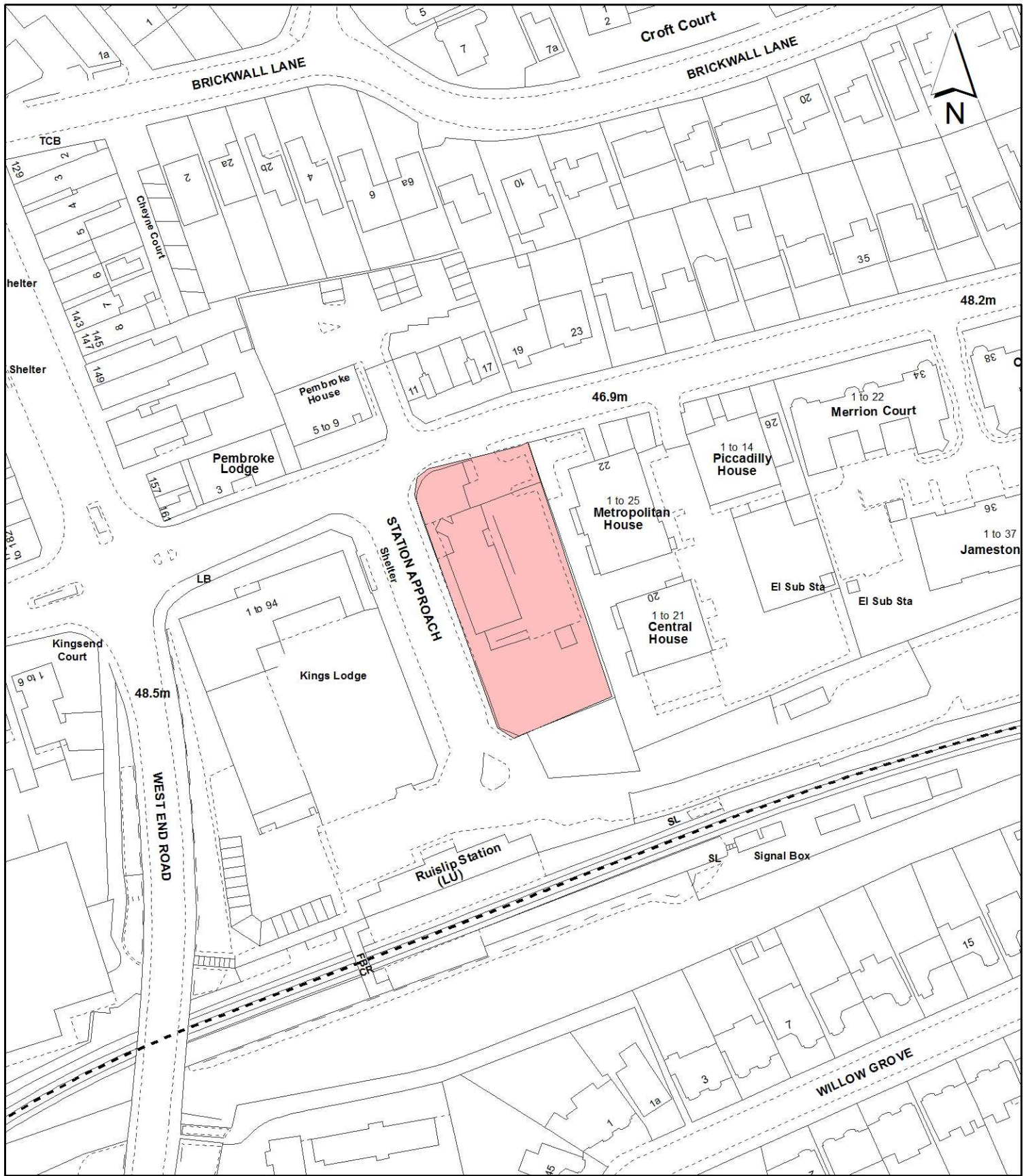
Note - All levels relate to the Ground level including the void underneath the southern section of the building.
 Ground floor level at 47.25M AOD

TITAN
 TITAN CONSULTANTS LTD

NO	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	12/02/16	PR	PR
2	REVISED FOR PERMIT		PR	PR
3	REVISED FOR PERMIT		PR	PR
4	REVISED FOR PERMIT		PR	PR
5	REVISED FOR PERMIT		PR	PR
6	REVISED FOR PERMIT		PR	PR
7	REVISED FOR PERMIT		PR	PR
8	REVISED FOR PERMIT		PR	PR
9	REVISED FOR PERMIT		PR	PR
10	REVISED FOR PERMIT		PR	PR

WCEC architects
 4th Floor, South Building, Station Approach, Southampton, Hampshire, SO9 4JF, UK
 Tel: 01703 3388 0025, e: email@wcec.co.uk, www.wcec.co.uk

PROJECT	1 STATION APPROACH, RUISLIP
TITLE	PROPOSED FLOOD MITIGATION MEASURES PLAN
DATE	12/02/16
SCALE	1:100 @ A1
CHECKED	PR
DATE	12/02/16
REV	B
PL-22	



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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

Fanuc House

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:
26134/APP/2016/1987

Scale:
1:1,250

Planning Committee:
Major Page 226

Date:
March 2017



HILLINGDON
 LONDON