



HILLINGDON
LONDON



Major Applications Planning Committee

Date: THURSDAY 6 APRIL 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

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This Agenda is available online at:

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

Putting our residents first

Lloyd White

Head of Democratic Services

London Borough of Hillingdon,

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

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

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

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Frank Welch Court, High Meadow Close - 196/APP/2016/4645	Northwood Hills	First floor extensions on the north west elevation and south east elevations, together with a first floor link extension between the first floor elements to provide 5 additional care home bedrooms, together with reduction of the basement/lower ground floor (as compared to the original planning permission ref. 196/APP/2012/1776, as amended by 196/APP/2013/2958), including 6 smoke/vent shafts (Part Retrospective Application). Recommendation: Refusal	1 - 20 120 - 134

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Wier House, Riverside Way - 43495/APP/2016/1498	Uxbridge South	Erection of a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking. Recommendation: Approval	21 - 56 135 - 141
7	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	57 - 118 142 - 178

PART I - Plans for Major Applications Planning Committee 119 - 178

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Report of the Head of Planning, Sport and Green Spaces

Address FRANK WELCH COURT HIGH MEADOW CLOSE PINNER

Development: First floor extensions on the north west elevation and south east elevations, together with a first floor link extension between the first floor elements to provide 5 additional care home bedrooms, together with reduction of the basement/lower ground floor (as compared to the original planning permission ref. 196/APP/2012/1776, as amended by 196/APP/2013/2958), including 6 smoke/vent shafts (Part Retrospective Application).

LBH Ref Nos: 196/APP/2016/4645

Drawing Nos: T - 2104
T - 3100 Rev. A
T - 3101 Rev. A
T - 3102 Rev. B
T - 2101 Rev. F
T - 2102 Rev. C
T - 5002 Rev. B
T - 2103 Rev. B
T - 5001 Rev. B
Design & Access Statement, Dec. 2016
T - 2005
T - 2001
T - 1000 Rev. A
1640/900
Addendum Transport Assessment Revised Scheme 2017

Date Plans Received: 23/12/2016

Date(s) of Amendment(s):

Date Application Valid: 23/12/2016

1. SUMMARY

Planning permission was granted for the erection of a 45 Bed Care Home (Use Class C2) in September 2013 (ref: 196/APP/2012/1776) which is being implemented on site. This application seeks permission to add three first floor extensions to the previously approved development, one on the north west elevation and one on the south east elevation, each containing 2 additional bedrooms, and a first floor link extension which would also include a new bedroom. The combined extensions would provide a total of 5 additional care home bedrooms.

It is also proposed that the basement be reduced from that currently approved. Permission is also sought for 6 smoke/vent shafts to be added to the basement level.

The approved 45 bedroom care home does comprise a large building within a residential area, but it was very carefully designed so as to be as visually discrete as possible. As such, where the building was located close to the site boundaries, it was reduced in height, not only to protect the amenities of adjoining residents, but also to give the development a more spacious and open setting.

The proposed extensions would appear as incongruous and awkward additions to the

care home, adding to the overall bulk of the building, particularly on its sensitive boundaries, resulting in it failing to satisfactorily harmonise with its residential setting. Furthermore, the extensions would also appear unduly dominant from neighbouring properties.

The Council's Highway Engineer raises no objections to the scheme on highway grounds.

The scheme is recommended for refusal on visual and residential amenity grounds.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed extensions, by reason of their size, siting and design, would appear as incongruous and awkward additions to the care home, which together with the link extension, would add to the overall bulk of the building, particularly on its sensitive boundaries which would erode the ability of this large building to sit comfortably within its residential setting, contrary to Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

2 NON2 Non Standard reason for refusal

The proposed extensions, by reason of their first floor siting and proximity to the site boundaries, which would be compounded by the level changes on the southern side of the site, would appear as intrusive and overbearing additions to the building, which would be detrimental to the residential amenities of adjoining residential occupiers at Nos. 22 and 24 Daymer Gardens and 7 Larkwood Rise, contrary to Policies BE19 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon 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.

NPPF	National Planning Policy Framework
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

3. CONSIDERATIONS

3.1 Site and Locality

The 0.47ha application site comprises the site of the former Frank Welch Court, situated on the southern side of High Meadow Close which forms a short spur road off Daymer Gardens, a residential cul-de-sac accessed from Catlin's Lane to the west which links High Street, Eastcote in the south with Chamberlain Way in the north. The site is currently being re-developed for a 45 bedroom, part single storey, part two storey care home (Use Class C2) with part lower ground /basement level and associated landscaping and parking which is substantially complete on site.

The site mainly abuts the rear gardens of detached properties in Daymer Gardens to the north, east and west and Larkwood Rise to the south. A small open landscaped area which contains a number of mature trees adjoins the entrance of the site, sited between the spur road and Daymer Gardens. Ground levels generally slope from the north east down to the south west in this vicinity so that there is a difference in ground levels between the north eastern and south western corners of the site of some 4.2 metres. There are a number of mature trees, mainly on the periphery of the site, particularly at its north-eastern end.

The boundary of the Eastcote Village Conservation Area lies some 40m to the south of the site and the site, together with the areas to the north and west are covered by Tree Preservation Order 61, with the area immediately to the east covered by Tree Preservation Order 81.

3.2 Proposed Scheme

The proposal is for two first floor extensions, one on the north west elevation and the other on the south east elevation, together with a first floor link extension between the first floor elements to provide 5 additional care home bedrooms, together with a reduction in the size of the basement/lower ground floor (as compared to the original planning permission ref. 196/APP/2012/1776, as amended by 196/APP/2013/2958) and also includes the addition of 6 smoke/vent shafts adjacent to the building.

The first floor extension on the north west elevation would be sited towards the eastern end of the building, sited above an existing projecting ground floor wing. The extension would be 14.95m wide and 4.05m deep to align with the ground floor walls and have a smaller crown roof with a similar eaves height but reduced ridge height as compared to the main building. This extension would contain 2 additional bedrooms with en-suites.

The first floor extension on the south east elevation would be sited towards the western end of the building and it would be similarly sited above an existing projecting ground floor wing and have a width of 14.53m and depth of 3.65m which would align with the main walls of the ground floor element and have a smaller crown roof with a similar eaves height but reduced ridge height as compared to the main building. This extension would contain 2 additional bedrooms with en-suites.

The in-fill extension would provide a first floor corridor link between the two first floor elements of the building, which would also involve the squaring-off of the first floor of the eastern block at the rear to provide an additional bedroom. The link corridor extension would be "L"- shaped and be 7.21m wide to between the two blocks and have a overall depth of 8.22m along the side of the new bedroom element along the western side of the eastern block. It would have a flat roof, slightly above the eaves height of the main building to match other recessed elements of the building. The bedroom extension would have a 4.05m width and depth of 6.87m and be slightly recessed by some 450mm behind the adjoining rear elevation of the building. This would also have a reduced crown roof.

The basement occupies the western end of the building, as previously approved, and although it would be larger than originally approved, it would not now extend as far along the building as approved in June 2014 as part of the S73 application (196/APP/2013/2958). The scheme also now includes 6 smoke vents sited around the basement which already appear to have been largely constructed on site.

The application is supported by the following documents:-

Design and Access Statement:

The provides the background to the application, advising that the scheme would benefit significantly from a first floor connection and that staff would be deployed more efficiently within a 50 bed scheme . It goes to assess the design and the impact of the additions on residents and the landscaping and sustainability of the scheme.

Addendum Transport Assessment, Revised Scheme 2017, January 2017:

This provides an assessment of the highway impacts of the 5 additional bedrooms and includes autotracks for a fire engine.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site was previously occupied by Frank Welch Court, which was a part single/part two storey linked building that stretched across the site and was used for a 31 bedroom care home with warden and visitor accommodation.

Outline planning permission (196/APP/2004/1149) was granted on 2/12/05 for the demolition of the existing sheltered housing building(s) on site and erection of 8 two-storey houses with garages and parking spaces, involving the alteration of the road layout.

Planning permission (ref: 196/APP/2012/1776) was granted in September 2013 for the erection of a 45 bedroom care home with associated landscaping and parking.

An application to vary the approved plans (ref. 196/APP/2013/2958) was approved in June 2014 to allow alterations and additions to the lower ground floor (basement) layout and alterations to internal walls on upper floors.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

NPPF	National Planning Policy Framework
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
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HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

30 neighbouring properties have been consulted on this application, together with the Northwood Hills and Eastcote Residents' Associations. 26 responses have been received from the occupiers of neighbouring properties, objecting to the proposal, together with a petition with 33 signatories.

The petition states:-

"We the undersigned wish to state our objection to the further expansion, by means of an additional 5 bedrooms and additional first floor walkway, to this already very substantial and imposing building complex.

We believe that the current development has already stretched the available space and infrastructure to its absolute limits and that any further increase in rooms or visual impact would be seriously harmful to our quiet residential environment and our wellbeing."

The concerns raised by individual occupiers can be summarized as follows:-

Scale/ Appearance

(i) The building is already too large for the relatively small plot it is being built on, being out of character and scale with existing residential properties. Building has already filled almost all the available space, right up to the side boundaries at many points. This proposal would further make care home disproportionate and close gaps, which were an attempt to make building appear as two separate structures, making it terraced, out of keeping with the area. Approved plans were meant to ensure building blended in with existing style of the houses but this would change whole appearance and result in a intrusive structure,

(ii) Building already can already be seen above the two storey properties in Larkwood Rise,

Residential Amenity

(iii) Extensions would result in loss of privacy to adjoining properties and their rear gardens to the north in Daymer Gardens and to the south in Larkwood Rise,

(iv) Additional extensions will further obstruct natural light and result in overshadowing of neighbouring properties,

(v) Building already intrusive and imposing. Properties in Larkwood Rise and at eastern end of Daymer Gardens are lower than care home site, giving impression that care home up to a storey taller and this should have been taken into consideration. Visual dominance and sense of enclosure to adjoining properties with short gardens would be made worse with extensions,

(vi) Proposal would reduce view of skyline,

(vii) Daymer Gardens is a lovely quiet street and proposed extensions would result in an increase in noise and pollution levels with extra traffic,

(viii) Increase light pollution to surrounding residents, particularly with first floor rooms being brought closer to surrounding residents and from proposed first floor glazed corridor link,

(ix) Impossible to ascertain how much noise will emanate from the build and possible aroma from the additional vents, but these vents would only worsen air quality,

(x) Developers are ignoring almost every undertaking laid out in the Method Statement - Sequence of Development (Oct 2013) and have broken numerous Council regulations and bylaws which have been reported to the Council. Since construction has started, life has been intolerable, as working hours have been flouted, road blocked with construction vehicles and turning area for delivery lorries not provided within the site and has been virtually impossible to open windows or enjoy gardens because of deafening noise, dust, foul language, debris flying over in strong winds, smoke and soot from burning on site, damage to verges and terrifying crane jib which has been left over our property. Objections to Hillingdon Council have provided no respite and assume Council does not have the

resources to enforce regulations. This behaviour calls into question any assurances that the developers give in terms of the operation and supervision of the care home and its impacts on the surrounding neighbourhood,

Traffic

(xi) Additional rooms would generate additional traffic on nearby roads, which could result in safety issues. Catlin Lane and Eastcote High Road on the bend with Larkwood Rise, already suffer safety issues,

(xii) Insufficient provision has been made for parking on site and for loading/ unloading deliveries as part of the approved scheme, which would be made worse by additional capacity, with more traffic, particularly service vehicles being brought into a small and very quiet road reducing the amount of on-street parking spaces for residents, increasing the potential for the obstruction of the access, accidents and inconvenience for residents, which could present a potential threat to residents if emergency vehicle required,

(xiii) Building works causing too much disruption already on the road with workers vehicle parking along the road, contrary to agreement and HGVs having to reverse towards the entrance to turn around which is a blind spot. Construction works are blocking access and causing delays, making it difficult and sometimes impossible to get out of the road, causing delays, inconvenience and missed appointments etc. and lives would be at risk if a fire vehicle or ambulance were needed. This proposal will add to these impacts by extending duration of the works,

(xiv) Developers claim that they can operate a further 5 rooms without any more staff but given projected staff to patient ratios and all new rooms being on the same floor, this is unlikely, which will place a further burden on the limited parking space with site not being sustainable due to lack of public transport links,

(xv) The initial application included a 'Transport Statement' which was biased and contained numerous and blatant inaccuracies and omissions. Unreasonable low estimates of traffic movements were made based on fictitious and incorrect data for the traffic generated by the previous buildings. Report also exaggerated adequacy of local footpath network. Traffic measurements undertaken also bears no relation to current flow rates - traffic calming on Cuckoo Hill has increased traffic several fold on Catlins Lane, often at high speed and on wrong side of the road to avoid parked cars. This proposal would add to the already unrealistic low traffic levels predicted, compounding the disruption,

(xvi) The Transport Assessment Addendum retains the skewed and unrealistic assumptions of original document. Comparisons continue to be made with three care homes that are not representative of this site and based on traffic surveys which were carried out some seven years ago. Report tries to make linearly proportional comparisons between parking requirements and bed spaces which is not correct and more comparable care houses in the vicinity,

(xvii) To address sustainability issues, a paved footpath could be provided between Nos. 27 and 27A Daymer Gardens through the recreation ground, reducing a considerable walk on proper pavements from Pinner Green bus stops or Pinner tube,

Other

(xviii) Design and Access Statement suggests building fits into its surroundings with less impact than forecast and proposed additions will make little difference. To residents surrounding the site, this could not be further from the truth as the structure is more imposing and appears much closer to neighbouring boundaries than residents had imagined from the original plans and based on CGI images. These images are fictional and appear to have been taken with an ultra wide angled lens. Pictures have been submitted to demonstrate this point,

(xix) The initial plan provided to us was for a large car park along the fence of our property and the building would be further away, but the currently built building is very close to our fence and I do not understand how they will build the car park,

(xx) 50 bedroom scheme is excessive as scheme was previously reduced from 50 to 45 bedrooms when Council considered original application in 2012 as scheme considered to be over development and too large for the site and changes made were for sensible and necessary reasons,

(xxi) Developers acknowledge that the Council required the first floor 'breaks' in the building to create the impression of separate buildings to reduce the visual impact of such an enormous structure in the middle of a residential area, but now developers feel that this reasoning should no longer apply as their commercial priorities should take precedence over maintaining the residential character of the area,

(xxii) During initial planning consultation period, owners of Nos. 22 and 24 Daymer Gardens were assured by the developers agent that only the ground floor would be close to their back fence, with the first floor set well back so as not to impinge on their light or environs. This is the exact space which they now wish to fill,

(xxiii) Developers have employed dishonest practices and given false assurances in the past to local residents and the Council in order to achieve a very generous planning consent, including the developer's agent claiming he was an impartial advisor to help resolve the concerns of residents and then appearing at the planning committee for the developers when forearmed with carefully constructed arguments to deal with resident's criticisms and concerns, some of which were misleading or untrue.

This further application is a cynical abuse of the flexibility within the planning process,

(xxiv) Photographs used in agents supporting document do not directly face the rear of existing houses and have been taken using a very wide angle lens, giving impression of significant distance to the houses on Daymer Gardens. A visit by members of the Planning Committee would reveal just how misleading these photographs are and that the building, even before the extensions bring it nearer still, seems very near indeed,

(xxv) Aerial views are misleading as views not labelled correctly (5002B is actually view from the north, not south and 5001B view from the west not north) and lines and shading around the edge of the building give the impression that they represent the boundary when they do not. These should show the actual fence line so can be seen how close the building actually comes to the perimeter of the site,

(xxvi) Company name 'Heliotrope International Ltd, apart from the planning applications can not be found, including a search of the companies register) which arouses suspicion and questions the financial status and security of the company in being able to deal with any future liabilities,

(xxvii) Property value has already decreased massively due to current building,

(xxviii) Agreement needs to be reached with neighbours before work continues,

(xxix) Planning officer should visit No. 8 Larkswood Rise,

(xxx) Before considering application, committee should conduct a site visit, as denied this when first application considered,

(xxxi) It is unacceptable for any building project not to be built to plan deliberately and then for homes to be ruined and then expect retrospective permission so profits can be maximized. This sets precedent for others.

EASTCOTE CONSERVATION PANEL:

The original application for this Care Home complex 196/APP/2012/1776 has documentation to show that residents in Daymer Gardens and Larkswood Rise who would be the most inconvenienced by this proposal were consulted and their views and concerns were taken into consideration.

This current application increases the height of the building where it was previously reduced thus re-introducing the massing and bulk that was unacceptable.

It must be noted that the car parking arrangements are not being altered, therefore there will be even more congestions than before. Daymer Gardens off Catlins Lane is close to the Eastcote Village Conservation Area. EVCA is one of the original Conservation Areas set up in the 1970s. Catlins Lane is one of the oldest lanes in Eastcote being centuries old. Therefore, it is a narrow twisting lane not suitable for heavy traffic flow and parking. Daymer Gardens is a quiet residential road again very narrow. When built it was never intended to be the main road to a large medical complex.

The parking arrangements approved on the first application are ridiculous only 17 spaces yet there are 28 full time staff plus 14 part time staff, 45 residents whom, one would presume, will receive visitors, plus visiting medical staff. Should this application be approved the parking situation will become even more problematic.

Should Daymer Gardens become a residents only parking zone this does not solve the problem evenings and weekends as staff etc will be on duty 24/7.

Where are the surplus vehicles supposed to go? If into Catlins Lane, this will block the traffic flow here, other roads around are also very narrow residential roads.

This proposal is unacceptable, the surrounding area and residents have not been taken into consideration. It is obvious that the whole project is a money making concern at the expense of the local people's living conditions.

We ask that this application be refused.

EASTCOTE RESIDENTS' ASSOCIATION:

We ask that this current application for the addition of 5 rooms be refused.

We would point out that the Council's original approval of 196/APP/2012/1776 that allowed for the provision of 45 rooms, was only granted after considerable consultation and alterations between yourselves and the applicant (with local residents) was undertaken, whereby the applicant reduced the number of rooms being provided and made associated building amendments, related to their first submission, to accommodate Hillingdon Council's planning regulations to provide an acceptable application that could be approved.

The Design and Access Statement for the applicant, provided to the Hillingdon Council, that is part of the approved application, acknowledges that this was the case in section 5.2, whereby it states that the application 'now relates to a 45 bed residential Care Home. The reductions in the footprint of the building bringing with it a reduction in the bed numbers can be seen as a conscious response to the widely held view (including by residents) that the earlier submission represented 'over-development'.

As the 45 bed application, with all associated plans, is the one that Hillingdon Council actually approved, it is assumed that this is the one that must now be upheld.

Therefore a suggestion that reinstating the 5 additional rooms, with the associated alterations to agreed layouts and elevations, cannot now be acceptable.

Whilst the current applicant's D&A Statement states that now the buildings are well in construction, it can be seen that the proposed additions will not affect the neighbouring properties, as was envisaged, we contend that quite the opposite is true - the original decision cannot be anything other than correct.

The site has not increased in size, adjacent properties have not moved/alterd and the building, we presume, is being built to the approved application layout, so what can have changed to suggest that it is now appropriate/acceptable to alter any part of the agreed application, particularly to add a storey, where a single storey was specifically agreed, to avoid overlooking and over-dominating issues?

In addition, it is understood that Hillingdon Council asked that the layout, that was approved, be set out to give an impression of being separate buildings, this to allow for a greater melding with the existing properties/surrounding environment, and this concept was included in the approved

application and is now likely to be lost with this new application.

We further contend that there will be parking implications if this 5 new room application is allowed.

We have to relate this to the approved agreed parking arrangements which, we submit were already unlikely to be adequate for requirements, even without the implications of 5 new rooms.

We believe that the base line that the applicant used for all transport/parking information was the original use of the Frank Welch site. If this is so, we must question their results as the site was originally used for sheltered housing and inhabited by residents who were largely not car drivers. Thus a comparison between the transport use in this time and those of a residential care home are not directly comparable in any way.

We call into question the applicants' further transport report findings. It seems to us that the reality is that the lack of public transport in this area, together with the numbers of people needing to park - staff, residents' visitors, medical staff (doctors, district nurses, podiatrists, opticians, dentists etc) , deliveries, and emergency services, cannot be accommodated within the parking provisions suggested.

Any shortfall in parking on site is going to lead to parking on the nearby streets that they are not able to accommodate. Furthermore it will lead to traffic issues in these roads in terms of the volume of traffic coming and going along them.

As part of this application, we urge the Council to make its own traffic assessment, rather than relying on the traffic and parking results provided by the applicant.

We reiterate that this application should be refused.

NORTHWOOD HILLS RESIDENTS ASSOCIATION:

1) If approved this would be a further over development of the site.

2) Residents of Larkwood Rise and Daymer Gardens will be adversely impacted. There is planning history relating to this building as recently as 2012. Planning reference 196/APP/2012/1776 Strong objections were made to that application and the proposed height of the development was reduced.

3) This application seeks to overturn the 2012 application by once again increasing the height of the development. This is not acceptable.

4) Car Parking is a major issue in Northwood Hills. There does not appear to be any plan to increase the number of parking spaces or mitigate traffic movements to and from the premises.

5) Section 8.12 of The Hillingdon Local Development Plan clearly states - The Council will not support development which unacceptably contribute to traffic movements, deleterious impact on the highways network or road user safety (including pedestrian, or affect residential amenity including by noise, congestion or inadequate parking provision. Clearly in this case there are inadequate parking facilities for existing clientele let alone additional clientele. The application fails this test and should therefore be rejected.

We have no hesitation in requesting this application be refused.

Internal Consultees

URBAN DESIGN / CONSERVATION OFFICER:

**Major Applications Planning Committee -
PART 1 - MEMBERS, PUBLIC & PRESS**

This site lies just outside of the Eastcote Village Conservation Area, and works are underway with regards to the previously approved residential care home.

The approved scheme was subject to significant discussion re its height, massing and footprint. Great care was taken with regards to the potential impact of the new building on the amenity and out look of neighbours and to ensure that the development, which comprised a large building within a residential area, was visually discrete. As such, where the building was located close to the site boundaries, it was reduced in height, this also had the benefit of creating a more spacious and open character to the edges of the site.

In order to break down the mass and bulk of the building, and to give it a more modest appearance, it was designed with a traditional varied roof form. It also incorporated a single storey glazed link creating the appearance of two structures.

The proposal adds additional bulk and height in sensitive locations on the northern and southern boundaries, which would make the building appear cramped on the site and bring the upper floors closer to the houses. Some of the architectural detailing also seems to have been lost, such as the brick arch feature on the south/south east elevation to the rear and changes to the fenestration. The shallow roof forms of the first floor northern addition and the smaller southern addition, look "false" and rather like an afterthought, it is considered that they would detract from the overall appearance of the building.

Overall, these changes would have a detrimental impact on the appearance of the new building and its relationship with the site context.

HIGHWAY ENGINEER:

The current proposals are for modifications to the design of a building that is being constructed pursuant to planning permission no. 196/APP/2012/1776.

The original permission is for a 45-bedroom care home. The proposals would result in the construction of 5 additional bedrooms, in addition to the original 45.

It is considered that the proposed extension would not have any major impact on the surrounding highway and transport network.

As a result, no major concerns are raised with respect to the proposals from a highway perspective.

TREES / LANDSCAPE OFFICER:

This site is occupied by an approved care home development (ref. 2012/1776), which is currently under construction.

The site is bounded by trees and hedges some of which are being protected and retained in accordance with approved conditions (application ref. 2013/2731).

Comment

The proposal is to amend the building to create an additional link at first floor level and an additional 5 bedrooms - all within the existing (approved) footprint of the building.

Recommendation

No objection subject to the previous conditions, RES6, RES8, RES9 (parts 1,2,4,5 and 6) and RES10.

WATER AND FLOOD MANAGEMENT OFFICER:

If there is an extension of the basement, further details of the basement drainage will also be required to ensure that there is no impact to the surrounding area. A condition is required to ensure details are submitted to ensure that scheme manages water and demonstrates ways of controlling the surface water.

ENVIRONMENTAL PROTECTION OFFICER:

The Environmental Protection Unit examined the application for planning consent above. We would like to comment as follows:

Sound insulation scheme

The Environmental Protection Unit did not receive sound insulation scheme or an acoustic report in support of this application.

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

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

WASTE SERVICES MANAGER:

Waste storage area shown which is good practice.

Doors open outwards again good practice.

Would need bolts to hold doors open while moving bins out from store.

Dropped kerb needed if path bins travel along higher than vehicle carriageway.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was considered as part of planning application ref: 196/APP/2012/1776 in that the continued use of the site as a care home complied with Policy H10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the National Planning Policy Framework (March 2012).

7.02 Density of the proposed development

The Mayor's density guidelines are not applicable to care homes. The applicants provided density details of other care homes as part of the original application (ref: 196/APP/2012/1776) which suggested that the original proposal represented a low density scheme compared with other care home developments. It was considered that a direct comparison with other schemes was of only limited value as more appropriately, the scheme should be considered against its impacts upon the surroundings and the amenities of neighbouring properties, together with the suitability of the accommodation provided. The proposal is similarly considered in the sections below.

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

The proposal would not be likely to affect any archaeological remains, nor would it affect any listed building or its setting. There are also no areas of special local character in the vicinity of the site and although the northern boundary of the Eastcote Village Conservation Area does lie some 40m to the south of the site, the site is sufficiently remote so that the conservation area would not be materially affected.

7.04 Airport safeguarding

The proposal does not raise any airport safeguarding concerns.

7.05 Impact on the green belt

The application site does not lie within nor is it sited close to the Green Belt so that no Green Belt issues are raised by this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that development harmonises with the layout and appearance of the street scene or other features of the area which are desirable to retain or enhance. Policy BE15 requires alterations to existing buildings to harmonise with their scale, form, architectural composition and proportion.

The approved scheme was subject to significant discussion in terms of its height, massing and footprint, both during the pre-application submission and the planning application process which resulted in numerous revisions being made to the scheme. As noted by the Council's Conservation/ Urban Design Officer, great care was taken with regards to the potential impact of the new building on the amenity and outlook of neighbours and to ensure that the development, which comprised a large building within a residential area, was visually discrete. As such, where the building was located close to the site boundaries, it was reduced in height, which also had the benefit of creating a more spacious and open character to the edges of the site. In order to break down the mass and bulk of the building, and to give it a more modest appearance, it was also designed with a traditional varied roof form and incorporated a single storey glazed link creating the appearance of two structures.

The Council's Conservation/ Urban Design Officer advises that this proposal adds additional bulk and height in sensitive locations on the northern and southern boundaries, which would make the building appear cramped on the site and bring the upper floors closer to the houses. Some of the architectural detailing also seems to have been lost, such as the brick arch feature on the south/south east elevation to the rear and changes to the fenestration. The shallow roof forms of the first floor northern addition and the smaller southern addition, look "false" and rather like an afterthought, it is considered that they would detract from the overall appearance of the building.

Overall, these changes would have a detrimental impact on the appearance of the new building and its relationship with the site context.

As such, it is considered that the proposal is contrary to Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 seek to safeguard the amenities of residential properties from adjoining development. The Council's Design Guide: Residential Layouts establishes minimum separation distances which new residential development would be expected to satisfy to safeguard the amenities of adjoining residential properties. Although the scheme relates to a care home, it is sited within a residential area and it is considered that this guidance, as on the original scheme provides a useful starting point. Any consideration of

adequate separation distances on this site is further complicated by the change in levels.

Given the changes in levels across the site, the proposal would not result in any significant overshadowing of surrounding residential properties.

The proposed extensions would result in two storied elements of the building being sited much closer to residential boundaries than the approved scheme. In terms of the northern boundary, the proposed first floor bedroom extension would result in two storey development being sited some 5.9m from the rear boundary of the closest property in Daymer Gardens (No. 22) and on the southern boundary, 5.2m from the rear boundary of the nearest residential property in Larkswood Rise (No. 7).

On the previous application, an overshadowing assessment was provided, using December to give a worse case scenario (as opposed to the standard March equinox) when the length of shadows are at their greatest to produce a worse case scenario of the overshadowing. This showed that 3 or 4 properties on the southern side of Daymer Gardens (Nos. 18 to 24/26) would experience loss of sunlight, but this would only be in the early hours of the morning and only the ends of their rear gardens would be affected and the shadow would have moved away after 10:00. In the late afternoon after 3:00, the shadow has moved around to the east and would now begin to affect the side/rear garden of No. 28 Daymer Gardens, but again, this would be to the end of its garden and of limited duration. It is also likely that these areas would already be overshadowed by boundary fences/structures and vegetation so that any additional impact would be insignificant.

It is only the northern bedroom extension that has the potential for any additional overshadowing of neighbouring properties in Daymer Gardens, but given the reduced roof height of the extension, it is considered that any additional impact would not be significant. As such, the scheme would comply with Policy BE20 of the saved UDP.

However, as regards the visual impact of the building, although the proposed extensions would still be sited more than 15m away from any adjoining habitable room window, with the nearest relationship being that to the rear elevation of No. 24 Daymer Gardens where the nearest part of the building would be separated by a distance of some 18.6m, it is considered that having regard to the overall scale and bulk of the building, with its tall and steeply pitched roofs, even taking into account the higher level of the neighbouring properties, the separation distance would be inadequate with the building so close to the residential boundary and having regard to the spacious residential character of the area. In terms of the properties to the south, again, the proposed nearest two storied element would be sited some 17.6m from the rear elevation of No. 7 Larkswood Rise. The impact of this element of the scheme would be exacerbated by No. 7 being sited on lower land which would result in the proposed extension appearing approximately a storey higher when viewed from this property. It is considered that the extended building would have an unacceptably adverse impact on the amenities of this adjoining property.

As regards privacy, only the bedroom in the infill extension which links the two blocks would have a new bedroom window that directly faces and potentially overlooks adjoining property, but this (and the adjoining new glazed link) would maintain a separation distance of over 26m from the rear elevation of 8 Larkswood Rise so that it is considered that this property and its adjoining 'patio' area would retain an adequate separation distance in order to retain an acceptable amount of privacy. Other elevations facing neighbouring properties have blank elevations or only windows that could be obscure glazed and the other new bedroom windows are all sited at right angles to the nearest neighbouring properties so

that there would not be any undue impacts in terms of overlooking of neighbouring habitable room windows or their patio areas.

The basement which would be smaller than the size of basement which has already been approved would not have any impact upon the amenities of surrounding residential occupiers in terms of its impacts upon overshadowing, dominance or privacy for neighbouring properties.

The proposed vents serving the basement area have been mainly constructed on site. Had the application not been recommended for refusal, a condition would have been added to require further details of these structures.

7.09 Living conditions for future occupiers

Living conditions for future occupiers of the approved care home (ref: 196/APP/2012/1776) were considered to be acceptable. The scheme provided an acceptable amount of amenity space and it was considered that the bedrooms were of an acceptable size. It was also considered that the scheme provided suitable levels of outlook, natural lighting and privacy to bedrooms.

The proposed new bedrooms would be of a similar size and layout to the other bedrooms and all would provide an adequate outlook, natural lighting and privacy.

The revised basement provides a variety of facilities required by the care home ie kitchen, plant rooms, laundry, cinema/training room and gym. The proposed changes are considered to be acceptable and would retain adequate facilities for the care home.

The proposal would marginally reduce the ratio of amenity space per bedroom, but given that the approved scheme was originally considered to have a reasonable generous amount of amenity space as compared to other scheme, it is considered that a reason for refusal could not be justified on this ground.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application is supported by an Addendum Transport Statement which advises that in terms of traffic generation, the 50 bedroom care home, as with the 45 bedroom care home, would generate very small volumes of traffic, which would have an insignificant traffic and environmental impact on the wider road network.

The assessment goes on to advise that the only other possible traffic impact would be the adequacy of on-site parking provision and servicing facilities. The worst case maximum demand for on-site parking identified at the two largest care homes considered within the TRAVL database with a similar low PTAL score across London as part of the original Transport Assessment undertaken for the original application were for 24 cars and 17 cars for 150 bed and 120 bed care homes respectively. The previous assessment concluded that for the proposed care home with far fewer beds, the proposed 15 off-street spaces (including 2 disabled person spaces) would be more than adequate to fully satisfy the likely demand, even without the availability of the public parking bay on the spur road immediately outside the site for which there is no evident other source of parking demand which can accommodate up to 9 further cars. The addendum report goes on to advise that this analysis was borne out by a further survey carried out as part of the original application on 14 modern care homes in Hillingdon and the neighbouring part of Harrow which indicated a worse case peak parking demand for a 45 bed care home of 12 cars. The addendum report concludes that the TRAVL database and the surveys at surrounding care homes confirms that the proposed 15 on-site spaces, Includinging 2 disabled person spaces would satisfactory cater for the demand of the development without giving rise to on-street

parking on Daymer Gardens.

The addendum report goes on to advise that the 5 beds now proposed represents an 11% increase on the approved and implemented 45 beds, which equates to demand for one additional car space on site. This increases the peak parking demand to 13 spaces, which is the current approved provision approved now being implemented, (excluding the 2 disabled spaces) and therefore there is no requirement for additional car parking spaces.

The Council's Highway Engineer has reviewed the application and raises no objection to the proposal on highway grounds.

7.11 Urban design, access and security

Relevant issues have been considered within other sections of the officer's report. The proposal raises no new security risks on site.

7.12 Disabled access

Policy 7.2 of the London Plan requires all new development to provide an inclusive environment that achieves the highest standards of accessibility and inclusive design. The original application (ref: 196/APP/2012/1776) was considered to be acceptable in relation to accessibility.

The proposed additional bedrooms would extend the existing form and layout of the care home, with bedrooms of a similar size. The changes to the internal layout of the building incorporate the principles of accessibility as required by Policy 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

Not applicable to the proposed development.

7.14 Trees, landscaping and Ecology

The changes to the landscaping scheme, which only involve the siting of the vents are minimal, mainly resulting in very small loss of the grassed area. The Council's Trees and Landscape Officer raises no objection to the scheme, subject to recommended conditions which would have been attached had the application not of been recommended for refusal.

7.15 Sustainable waste management

There are no changes to the refuse and recycling storage facilities of the approved scheme. Although the Council's Waste Manager does not raise any objections, a vent is sited adjacent to the bin store entrance. However, a condition could have been attached had the application had not of been recommended for refusal, to ensure that details of suitable access arrangements would have been retained including level access to the store and a suitable grid covering the vent. This issue will be investigated by the Council's Enforcement Officer.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer advises of a condition to ensure that water and flood risk is managed on site if the basement is enlarged. This could of been attached had the application not of been recommended for refusal.

7.18 Noise or Air Quality Issues

The approved care home is situated within a quiet cul-de-sac and the proposal would not be likely to generate any significant increase in traffic or noise and disturbance as compared to the previously approved scheme as to warrant an additional reason for refusal.

7.19 Comments on Public Consultations

As regards the concerns raised within the individual responses, points (i) - (iv), (vii), (xi), (xii), (xiv) - (xvi), (xviii), (xx), (xxi), (xxii), are considered in the officer's report. As regards (v), this is also dealt with in the officer's report and it is noted that surrounding levels were carefully considered as part of the previous scheme, including detailed cross sections taken from numerous properties surrounding the site. As regards point (vi), reduction of the view of the skyline is not a material planning consideration. As regards light pollution (point viii), this could have been mitigated by condition had the application not of been recommended for refusal. As regards point (ix) noise and fumes would be dealt with under Environmental Health legislation. Similarly, construction operations (points (x), (xiii) and (xxvii)) are mainly covered by Environmental Health legislation, although the Council's Planning Enforcement Team would be seeking to ensure compliance with relevant conditions. Points (xvii), (xxiii), (xxvi) and (xxviii), (xxx) and (xxxi) are noted. As regards point (xix), the Council's Planning Enforcement Team are monitoring the development to ensure it complies with the approved scheme. In terms of points (xxiv) and (xxv), these are is noted but the officer's report does not rely on the submitted photographs or the aerial views. Point (xxvii) does not raise a valid planning consideration and regarding point (xxix), the planning officer did visit this and the neighbouring property.

7.20 Planning obligations

The original planning application (ref: 196/APP/2012/1776) was subject to a legal agreement and the Mayor's Community Infrastructure Levy (CIL). The proposed alterations to the approved scheme, including the uplift of 5 bedrooms/units would not justify any additional S106 contributions but as there would be an increase in the amount of internal floorspace, the works would be CIL liable.

7.21 Expediency of enforcement action

The Planning Enforcement Team are assessing the building works to clarify if the building is being completed in accordance with the approved plans.

7.22 Other Issues

There are no other relevant planning issues raised by this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be

permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

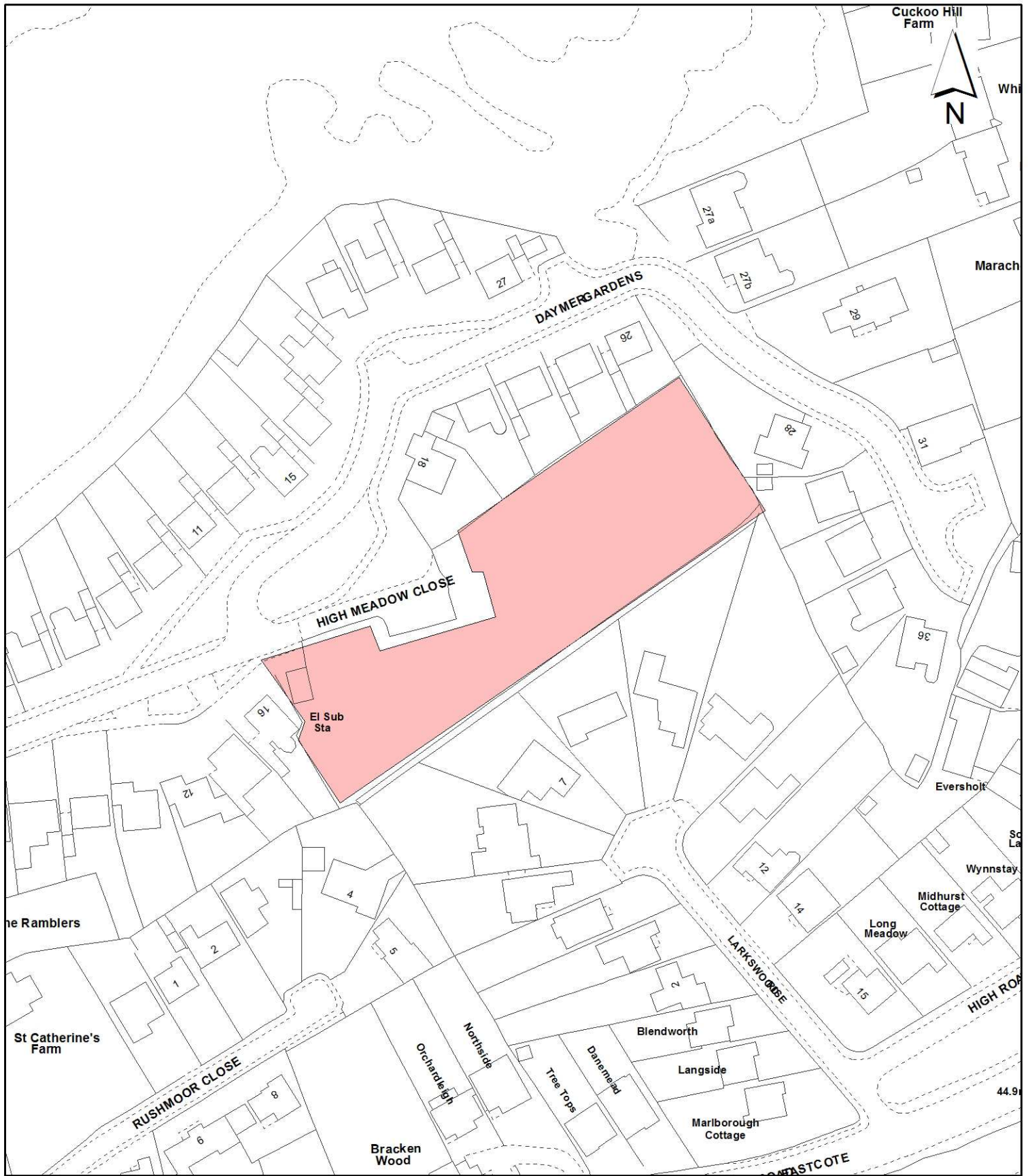
The application is being recommended for refusal.

11. Reference Documents

National Planning Policy Framework (March 2012)
London Plan (March 2016)
Hillingdon Local Plan (November 2012)
LDF - Accessible Hillingdon (May 2013)
HDAS SPG: Residential Layouts (July 2006)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Former Frank Welch Court
 High Meadow Close**

Planning Application Ref:
196/APP/2016/4645

Planning Committee:
Major Page 19

Scale:
1:1,250

Date:
April 2017

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



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Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address WEIR HOUSE, 50 RIVERSIDE WAY UXBRIDGE

Development: Erection of a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

LBH Ref Nos: 43495/APP/2016/1498

Drawing Nos: 12349_P-100E-Site Plan - New Units-A1_Land-32
FRA Weir House, Uxbridge 5628 001 R01 Oct 2016
FRA Appendix A - BGS Superficial Geology
FRA Appendix B - TW Sewer Flooding History Enquiry
FRA Appendix B - TW Sewer Records & response
FRA Appendix C - Groundsure Floodinsight Report
FRA Appendix D - EA Flood Modelling Data
FRA Appendix E - SW Drainage Strategy 5628-001-C-100-P1
FRA Appendix E - SW Drainage Strategy Calcs 1 in 100 years 30%
FRA Appendix E - SW Drainage Strategy Calcs 1 in 2 years
FRA Appendix E - SW Drainage Strategy Calcs 1 in 30 years
FRA Appendix F - Maintenance Schedule
Ecological Appraisal
Tree survey
Transport Statement
DESIGN & ACCESS/PLANNING STATEMENT
Air Quality Report A10621/1.1
12349-P-107
12349_P-100F
12349_P-101E
12349_P-105G

Date Plans Received:	15/04/2016	Date(s) of Amendment(s):	15/04/2016
Date Application Valid:	07/07/2016		18/04/2016
			09/05/2017
			07/06/2017
			07/06/2016

1. SUMMARY

The site is located between the Grand Union Canal and the River Colne, close to the centre of Uxbridge. A 2-storey office building recently converted to flats currently occupies the rear portion of the site, with a large parking area to the front.

Planning permission is sought for the the erection of a three storey building on the former office parking area on the front of the site front, providing 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

It should be noted that the proposed 3-storey building would be no taller than the existing converted 2-storey former office block.

The proposed building is considered to be of an acceptable design, scale, size and siting. It is providing 35% Affordable Housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate. The application proposes a fully policy compliant affordable

housing offer.

Given the tenure of the housing proposed and the sites location close to Uxbridge Town Centre the proposed car-parking provision is considered acceptable.

The scheme is therefore considered to comply with the Council's adopted policies and guidance.

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: 35% provision by habitable room (70% social rent and 30% intermediate)**
- ii) S278/S38 agreement to secure the proposed highway works**

Monetary contributions:

iii) 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.

iv) 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 before 05th October 2017 (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 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:

12349-P-107
12349_P-100F
12349_P-101E
12349_P-105G
12349_P-100E-Site Plan - New Units-A1_Land-32

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:

FRA Weir House, Uxbridge 5628 001 R01 Oct 2016
FRA Appendix A - BGS Superficial Geology
FRA Appendix B - TW Sewer Flooding History Enquiry
FRA Appendix B - TW Sewer Records & response
FRA Appendix C - Groundsure Floodinsight Report
FRA Appendix D - EA Flood Modelling Data
FRA Appendix E - SW Drainage Strategy 5628-001-C-100-P1
FRA Appendix E - SW Drainage Strategy Calcs 1 in 100 years 30%
FRA Appendix E - SW Drainage Strategy Calcs 1 in 2 years
FRA Appendix E - SW Drainage Strategy Calcs 1 in 30 years
FRA Appendix F - Maintenance Schedule
Ecological Appraisal
Tree survey
Transport Statement

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 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 defensible 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 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).

6 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.

7 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).

8 NONSC Non Standard Condition

Development shall not begin until a scheme for protecting the proposed development from noise from the surrounding industrial units 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. 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 noise from the surrounding industrial units and The Dolphin PH in accordance

with policy OE5 of the Hillingdon Unitary Development Plan

9 NONSC Non Standard Condition

A detailed energy assessment shall be submitted by the stage whereby construction works for the first phase of the development are at damp proof course level showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit and Photovoltaic array, including inputs and outputs and how these relate to the baseline energy demand and carbon emissions. The assessment shall include clear details of PV layouts and management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2016).

10 NONSC Cycle Storage

The development shall not be occupied until 34 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).

11 RES16 Car Parking

The development shall not be occupied until 28 car parking spaces, including 2 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).

12 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).

13 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).

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 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).

15 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)

16 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).

17 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 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 (2016) Policies 7.1 and 7.3.

18 NONSC Non Standard Condition

Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details.

REASON

To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway during and after development and it is necessary to assess this and determine future maintenance responsibilities for any planting.

19 NONSC Non Standard Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing. The scheme shall be accompanied by a plan showing the retention of existing features of value together with proposals for the inclusion of additional features and improvements to the existing site which will result in a net gain in ecological value. The enhancements shall include

1. wildlife specific planting
2. log piles
3. habitat walls
4. bat and bird boxes
5. Enhanced riverside vegetation and improvement works

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

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

20 NONSC Non Standard Condition

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning

Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

21 NONSC Non Standard Condition

Notwithstanding the plans hereby approved, the site plan shall be updated to replace car parking spaces no. 1 and no. 29 with 2 motorcycle parking spaces. The details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The details shall thereafter be implemented and retained for the life time of the development, unless otherwise agreed in writing.

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).

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.

- | | |
|------|--|
| AM1 | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |

BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
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
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements

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 11 Building to Approved Drawing

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

5 115 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.

6 12 Encroachment

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

7 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering

Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

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. (Condition No. 10)

15 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'.

16 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.

17

We note that the proposed development includes areas of hard landscaping within close proximity to the top of bank of river Colne. We seek to ensure an 8m buffer zone, free of all development and hard landscaping from the top of bank, and therefore would like to not encroach any further towards the river than the existing hard landscaped area, to maintain a small natural buffer zone.

This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the River Colne, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

18

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated within the North Uxbridge Industrial & Business Area to the west of Uxbridge Town Centre. The site, which is located on south side of Riverside Way between the River Colne and the Grand Union Canal, is occupied by a two storey office building known as Weir House and its associated parking area. Currently the site contains a 2 storey building, which has recently been converted into 14 x 2 bed flats.

3.2 Proposed Scheme

The proposal is for a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking. The proposed structure would be 3 storeys in height, although it would by virtue of its design be no taller than the existing 2 storey converted office block on the site. It is also proposed to alter the windows of the four

3.3 Relevant Planning History

Comment on Relevant Planning History

43495/APP/2015/4137 - Change of Use of ground and first floor from offices (Use Class B1) to provide 14 self contained flats (Prior Approval). The application was approved on 05/01/2016 and the development has been implemented.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.E4 (2012) Uxbridge

PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy

LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
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
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
POBS	Planning Obligations Supplementary Planning Document, July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th August 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 11 neighbouring properties were consulted on the application. Site Notices were also displayed. In all 1 objection was received: The objection was received on the following grounds from an adjoining industrial occupier:

- Firstly, why are you putting residents on an industrial site? We are currently having to put up with additional traffic, noise etc whilst you are developing the existing building. If this application proceeds then there will be even more disruption and inconvenience to our employees and delivery vehicles. We are concerned about security and what measures you propose to introduce to safeguard our premises. There is also the major issue related to parking. It looks from the plans that you will be taking up the majority of the existing car parking area so that will mean that residents would have to park in Riverside Way. This will make parking outside our facility impossible to the detriment of some of our employees as parking in Riverside Way is already at a premium. This will no doubt cause difficulties for delivery vehicles to our facility and other businesses. You need to consider what businesses in Riverside Way want and what they contribute in Council Tax to the area.

Officer Comment: The issue of the site being used for residential is discussed in the body of the report as are parking and security matters. The met police have raised no objections.

ENVIRONMENT AGENCY

Further to our conversation this afternoon I can confirm that we remove our objection to the proposed development. Our previous objection was based on the development being an extension to the existing building on site. We have since received confirmation from the applicant that the new development contains no internal access to the existing Wier House and therefore falls wholly within Flood Zone 1.

I have included the informative below, which was attached to our previous objection and remains relevant to our comments.

Informative

We note that the proposed development includes areas of hard landscaping within close proximity to the top of bank of river Colne. We seek to ensure an 8m buffer zone, free of all development and hard landscaping from the top of bank, and therefore would like to not encroach any further towards the river than the existing hard landscaped area, to maintain a small natural buffer zone.

This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the River Colne, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

CANAL & RIVER TRUST

Should the Council be minded to grant planning permission, the Trust would request the following conditions. The Trust would want to be consulted prior to the discharge of these conditions.

No floodlighting related to development hereby permitted shall be installed unless it is in accordance

with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority.

Reason: To ensure there is no adverse impact on the ecology of the canal.

"Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway during and after development and it is necessary to assess this and determine future maintenance responsibilities for any planting."

Should planning permission be granted we request that the following informatives are appended to the decision notice:

The applicant/developer is advised to contact the Principal Waterway Engineer on 03030404040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyand-our-code-of-practice>)".

"The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk)."

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

NATS

No safeguarding Objections.

THAMES WATER

No objections raised.

INLAND WATERWAYS ASSOCIATION

I write on behalf of the Middlesex Branch of the Inland Waterways Association. Our principal concern is the relationship between the proposed development and the adjoining Grand Union Canal. We strongly object to the Planning Application (Application Ref: 43495/APP/2016/1498) for the following reasons: Over development of the Site The proposed extension to the existing office building fills the northern part of the site and leaves insufficient space for soft landscape or properly organised car parking facilities (two of the parking bays, 1 and 29, will require cars to exit by reversing into Riverside way). The extension is insensitive in terms of height and bulk, the parapet level of the extension being some 2.2 metres above the parapet of the existing office building. Architectural Design The architecture of the proposed extension is completely unrelated to the design of Weir house in terms of proportion, fenestration and finishing materials. The proposals will degrade the visual appearance of the site. Loss of landscape screen next to the towpath In order to provide space for car parking the existing landscape screen on the eastern boundary adjacent to the

towpath will be removed. The loss of this soft landscape buffer will open up views of the ugly and unsympathetic extension from the towpath and the canal. Canal side amenity area The proposed amenity area is an unwelcome addition to the site. The proximity to Rockingham Road suggests that the bench seating is likely to encourage anti social behaviour on the towpath. The proposed refuse bin will quickly overflow and result in problems with litter.

Officer comment: The Inland Waterway Association are not a statutory consultee. Furthermore The Environment Agency and Canal & River Trust, together with the Council's Flood Water Management Officer, who all have responsibility for Rivers, Canals and flood water management have raised no objections to the proposals. Although the parapet of the roof is higher, the total building height is no higher than the existing building.

METROPOLITAN POLICE CPDA

I have reviewed the documents re this development via the portal and in principle I have no objections. However, I would ask that a planning condition is imposed to achieve Secured by Design prior to occupation.

Internal Consultees

HIGHWAYS

The site is located within an established business park. Although the site has a poor PTAL rating, there are public transport facilities available nearby. The existing building has consent through prior approval for conversion of offices to 14 residential flats.

The proposal is for erection of a three storey extension to existing building, to create 16 x 2 bed self-contained residential units. The existing vehicular access will be retained and a new access is proposed at the western extent of the site, along Riverside Way.

The proposals includes 28 car parking spaces (as I am advised two spaces are to removed by by condition) for what is in reality 30 units. A condition should be attached requiring each flat to have an allocated car parking space. Electric charging spaces should be provided at the ratio of 20% active (6 spaces) and 20% passive (6 spaces).

At least 2 motorcycle parking spaces should be secured by way of a condition.

A total of 34 cycle parking spaces are proposed on the basis of 1 space per 2 bed flat and 1.5 space per 3 bed space, which is considered acceptable. 16 spaces will be provided for the proposed flats and 18 spaces will be provided for the change of use from office to residential approved under prior approval.

Offices typically generate higher level of traffic during the morning and evening highway network peak periods. The proposed additional 16 flats are not considered to have a significant traffic impact on the surrounding highway network.

Subject to conditions covering car parking allocation, electric charging points, and motorcycle parking, there is no objection raised on the highways aspect of this application.

EPU

With reference to this planning application I have no objections subject to the following conditions/informatives respectively:

Condition

Noise protection scheme

Development shall not begin until a scheme for protecting the proposed development from noise from the surrounding industrial units and The Dolphin Public House 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. 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 noise from the surrounding industrial units and The Dolphin PH in accordance with policy OE5 of the Hillingdon Unitary Development Plan

Informative:

Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155)

FLOODWATER MANAGEMENT OFFICER

A Flood Risk Assessment has been undertaken and provided by Robert West dated October 2016.

The FRA has adequately demonstrated that the site and its future occupants will be safe from the risk of flooding and also that surface water can be managed on site.

Comments on the Planning Application:

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 provided by Robert West dated October 2016.

The flood levels from the River Colne are 30.36 mAOD for the 1 in 100 year plus 20%.
The flood levels from the Canal are 31.81mAOD for the 1 in 100 year plus 20%.

The information provided establishes the ground levels of the site are between 31.6m AOD and 31.9m. The new extension is outside the floodplain from the River Colne from the information submitted. However it is in the floodplain of the Canal.

The finished floor level is proposed to be 31.94m. Above both 1 in 100 and 1 in 1000 year flood levels.

However this does not include the normal safety tolerance of 300mm above the 1 in 100 year level of 31.81mAOD.

Therefore it is important that the flood resistant measures are included and shown on the drawings provided so that they are implemented to ensure the future residents are safe.

The proposals indicate that the following will be provided:

- External-facing doors to be flood resistant to a depth of 250mm
- Ground floor walls and floors to be constructed from low-permeability materials
- Foundations to be detailed with water exclusion measures

These have been included on Drawing 'Surface Water Drainage Strategy 100-P2'.

A flood action plan should be provided to include the actions that are needed to be taken at specific times during a flood and areas within the site which may be flooded and need to be avoided.

Sustainable Drainage

The proposal needs to include some method of rainwater harvesting and water reuse. This will help to reduce the risk of flooding to the site. These should be included in the drawings.

Discharge will be controlled by the use of a hydro-brake together with attenuation by way of underground cellular storage. A storage volume of 16m³ will be provided. The discharge of surface water will be controlled on site at the proposed rate of 12l/s.

Management and Maintenance

There is no detailed flood management and action plan provided for the development, although one is recommended. This should include appropriate contact details for Canal and River Trust regarding their management of the discharge from the Canal.

The future management company will need to manage the risks to this site. They will also be responsible for the management of any landscaping so that it does not cause a flood risk, such as the management of fallen trees.

It should also incorporate the detail of the surface water drainage system and the required management and maintenance.

The FRA identifies that the flood defence wall identified within the site which "is a sheet-piled wall with a design standard of protection of 80 years and its condition rating is 3 (i.e. mid-way between 'good' and 'poor').

The Environment Agency does not object to the proposal and has not raised any concerns in relation to the flood defence wall.

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.

- 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) .

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)

SUSTAINABILITY OFFICER

Erection of a three storey extension to existing building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

Energy

I object to the proposed development as no energy assessment has been submitted showing how the development will achieve the 35% CO2 reductions as required by the London Plan (Policy 5.2).

The applicant must submit an energy assessment in accordance with the policy.

Officer Comment: A Condition has been recommended requiring an energy statement to be submitted prior to the commencement of development. It is considered that this adequately addresses the concern.

Ecology

The site is considered to be of fairly low quality value and unlikely to be of interest to protected species given the lack of valuable habitat and natural features. However, given the position next to both the Grand Union Canal and the River Colne then a robust and comprehensive ecology enhancement plan must be secured within the development. The following condition is therefore necessary:

Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing. The scheme shall be accompanied by a plan showing the retention of existing features of value together with proposals for the inclusion of additional features and improvements to the existing site which will result in a net gain in ecological value. The enhancements shall include

1. wildlife specific planting
2. log piles
3. habitat walls
4. bat and bird boxes
5. Enhanced riverside vegetation and improvement works

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

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls and Roofs

The development does not incorporate any living walls or roofs as required by both the London Plan and the Local Plan Part 1. The following condition is therefore necessary. There seems no reason why some roof or walls space cannot accommodate a 'living' area, and some of the elevations would lend themselves to appropriate green screening.

Condition

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

EPU - AIR QUALITY

I have evaluated the air quality report supporting this planning application and have the following observations and recommendations/requirements:

Observations

1) whereas the air quality assessment has correctly determined exposure for future residents correctly, failed to assess the impacts on local air quality for existing sensitive receptors. This was due to the incorrect methodology followed which used the 2007 DMRB model. This simplistic model is used as a screening tool for impact assessment of large motorways schemes and totally inapplicable for local air quality management purposes especially within an AQMA.

2) The use of declining backgrounds does not align with the standard conservative approach which keeps them constant between baseline and opening year, unless the opening year is more than 5 years apart;

3) The application site is within a clean air Zone so no problem with new exposure. However, it is in close proximity to the Hillingdon Air Quality Focus Area of Uxbridge where the additional cars associated with the proposed scheme will have a detrimental effect (please see Figure attached for your reference).

4) no neutral assessment was undertaken as per Mayors Sustainable Design and Construction SPG

therefore we have the following requirements:

Requirements

- a) The car park being proposed will have at least 10% of electric charging points implemented;
- b) A travel plan is to be offered to new residents to encourage the use of public transport and inform them of the most polluted areas in Uxbridge so they avoid driving through those corridors.
- c) a contribution under S106 may be sought to contribute to traffic management improvements in the Uxbridge Area, in consultation with Hillingdon traffic team,.

Officer comment: A condition has been added to secure electric vehicle charging points. Given the low number of units proposed, the residential travel plan requirement is not in fact triggered. Furthermore Highways have confirmed that there is no requirement for additional highways mitigation measures in the town centre emanating from the proposed development.

LANDSCAPE OFFICER

The proposal is to erect a three storey extension to the existing building, to create 16 x 2-bed self-contained residential units, together with associated landscaping and parking.

- The Design & Access Statement makes no analysis and sets out no objectives for the landscape quality of the site, aside from summarising the effects on existing trees.
- An Arboricultural Report by Andrew Day has been submitted in accordance with BS5837:2012. The report identifies and assesses the condition and value of 12No. individual specimens and 4No. groups.

- There are no 'A' or 'B' quality trees on the site.
- All of the trees and groups are rated 'C' grade with the exception of T4, sycamore, which is 'U' graded and should be removed in the interests of good arboricultural management.
- Despite the relatively poor quality of the individual trees, the report acknowledges the collective value of the tree cover in terms of screening and general ambiance.
- The report confirms that T1 (ash), G1 and G2 (mixed native species) will be removed to facilitate the development. In fact, T11 and T12 (wild cherry) will also need to be removed. T5 (sycamore) and T7(sycamore) will be removed due to disease.
- The report confirms that arboricultural supervision and monitoring will take place by the arboricultural consultant.
- The proposed scheme results in the net loss of vegetation with only a few incidental areas / opportunities for planting.
- Furthermore, the site plan is deceptive with some areas coloured green (for soft landscape) which will be left as hard paving (according to the site manager) -notably around the existing building.
- The quality of the setting for the proposed scheme will largely depend on the 'borrowed' landscape of off-site trees. New planting within the site should be secured.
- 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.

Additional comments received 7/12/2016:

I confirm that the layout would be more acceptable if:

1. 2 Car park spaces on the site frontage can be sacrificed and returned to soft landscaped areas.
2. Any small / thin strips of planting less than approx 1200mm wide should be removed and replaced with hard surfacing.
3. The plan around the existing building, Weir House, should accurately indicate the existing / proposed hard surfaced areas to differentiate them from the existing / potential areas of soft landscape.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site currently houses a 2 storey building which was recently converted to 14 residential units under the Prior Approval process ref: 43495/APP/2015/4137 and a large car parking area. The site is located within the North Hillingdon Industrial Business Area within the Local Plan Part 1. The relevant policy in relation to this designation is policy E2 of the Local Plan Part 1 and policy LE2 of the current Local Plan Part 2 and emerging policy DME 1 of the emerging Local Plan Part 2. Policies 2.17 and 4.5 of the London Plan are also relevant.

Local Plan Policy LE2 of the Local Plan: Part 2 does not permit development within the Springfield Industrial Area which is not B1, B2, B8 or an appropriate sui generis use unless

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

The site has already been converted to residential use. Therefore there is no prospect of redeveloping the site for B2/B8 uses. The proposal is to construct an additional block of 16 residential uses.

Considering the above points and given the fact the site has already been converted to residential use and the proposal is for additional residential, the proposal is supported in principle.

7.02 Density of the proposed development

The site has an area of 3241sq metres. Currently the site contains a block 14 x 2 bed flats. The scheme would achieve a residential density of 92 dwellings per hectare and 277 habitable rooms per hectare which would be within the range of 50 - 95 units per hectare and just above the range of 150 to 250 hr/ha recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a PTAL (0-1b) level.

Accordingly, no objection is raised in terms of Policy 3.4 of the London Plan, subject to the scheme according with other policies associated with preserving and enhancing the character and appearance of the adjoining area and internal floor area standards set out in Policy 3.5 of the London Plan.

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

The site does not lie in an archaeology priority area, a conservation area or an area of special local character and contains no listed buildings.

7.04 Airport safeguarding

BAA have been consulted on the proposal and have raised no objection, subject to Cranes and Wind Turbine informatives.

7.05 Impact on the green belt

The site is not located within or near the Green belt.

7.07 Impact on the character & appearance of the area

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

The proposal is for a 2 storey residential block to be constructed over part of the existing car park of the existing Weir House building, which has recently been converted to residential use. On the opposite side of Riverside Way is a 3 storey office block very similar in scale and size to the propose building. Furthermore the Industrial Business Area is generally characterised by large warehouses.

Given the industrial nature and scale of the area and the fact that the site in question has already been converted to residential use, it is not considered that the proposed development would be unduly prominent in this location or out of keeping with the character and appearance of surrounding development.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The proposed development area is approximately 3.5m from the existing residential block on the site, and a maximum height of 14m is proposed for any buildings on site. A number

of flats in the existing building will be slightly adapted to

Accordingly it is considered that the proposed development area is sufficiently separated from residential properties that it would not give rise to any concerns regarding loss of light, overlooking or loss of amenity by way of dominance.

The proposal would therefore be appropriate with regard to Policies BE20, BE21 or BE24 of the Saved Policies UDP.

Potential impacts on neighbouring properties arising from the proposed use, with regard to noise, are addressed in the relevant section below.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

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

2 bedroom flat - 25m² per flat

Based on the current accommodation schedule the required amenity space provision for 16 x 2bed dwellings would be as follows:

16 x (2 bedroom flat) x 25 = 400 m²

The current development proposal provides a combined total of 406m² in the form of shared amenity space at grade, with an improved canal-side amenity space being the main focus of this.

It should be noted that the existing development on the site, constructed under Prior Approval ref: 43495/APP/2015/4137, did not provide any amenity space. This is an element of Prior Approval development the Council cannot control.

Further to the provision of this amenity space, it should be note that Fassnidge Park is within approximately 500m walking distance of the site, providing additional amenity for future residents.

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

UNIT SIZES

The London Plan (March 2016) sets out minimum sizes for various sized residential units. The proposal is for 16 x 2 bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (March 2016) minimum standard and is therefore considered acceptable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

The proposal would provide a total of 28 parking spaces (counting two removed by condition due to their unsuitability) are provided for the 30 residential units on the site (including 14 spaces for the existing 14 x 2 bed flats existing on the site) , which equates to a ratio of just under 1 space per dwelling. The Highways Officer reviewed this proposal and considered that as the site is solely for 2 bedroom flats, no objection was raised to the parking provision provided at the site. He has suggested that 2 motorcycle spaces be provided. A condition is attached to make sure this happens. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

The development would provide 34 cycle spaces for the 30 residential units. The Highways Officer has reviewed the proposal and believes a ratio of at least one space per dwelling should be achieved. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (20016).

TRAFFIC IMPACT

The highways officer has reviewed the proposal and considered that the proposal would have an acceptable impact to traffic in the surrounding streets. They have also reviewed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

See section 7.07.

It should also be noted that this scheme brings forward improved accessibility, cycle and refuse collection arrangements.

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 Riverside Way. 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 two 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

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 applicant confirmed in writing in March 2017, that the scheme would in fact provide 35% affordable Housing. The scheme is considered to be policy compliant in this regard.

7.14 Trees, landscaping and Ecology

The trees and landscaping officer has reviewed the proposal and considers that the principle of the landscaping at the site is acceptable. The site has no significant trees within the site and no landscaping features of merit. The proposal will provide a soft landscaped strip between the building and the canal towpath and around the existing building. The level of detail provided in support of the application gives only an outline of the landscaping at the site. Therefore, to ensure the proposal complies with Policies BE32 and BE38 of the Hillingdon Local Plan: Part 2 Policies, conditions relating to a detailed landscaping plans, planting plans and landscape maintenance plans shall be added to any approval.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities will be provided within the car parking area at ground floor level. These are considered to be located in a convenient location for use by residents and for refuse collection. Further, the volume of containment shown for waste and recycling is sufficient.

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

Policy OE7 of the Saved Policies UDP seeks to prevent developments in areas liable to flooding unless appropriate flood protection measures are proposed. Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere.

The site lies largely within Flood Zone 1, with small parts of the site closer to the watercourses being within Flood Zone 2 and 3 and small areas within the site suffering

surface water drainage issues. Accordingly consideration of flood risk is necessary in relation to the current proposals.

The application is supported by a detailed flood risk assessment and drainage strategy, which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and the shows the site is not at risk and the occupants will have a suitable safe access.

The Environment Agency have reviewed the submission and consider that, subject to the imposition of conditions, the development would have no unacceptable impacts with regard to flood risk or the environment in general.

Overall, it is consider that flood risk has been adequately taken into account within the development proposals and that the development would not give rise to increased risk of flooding elsewhere or result in unacceptable risks for future employees. Subject to conditions the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP.

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 application site is within an industrial estate. It is therefore reasonable to expect that heavy vehicular traffic is likely to be high enough to affect the residential amenities of future occupiers. Therefore flatted development is considered acceptable in principle, if subject to adequate sound insulation.

It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the Council's Environmental Protection Unit.

Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

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 located within an Air Quality Management Area. An Air Quality Neutral Assessment has been undertaken. This confirms that the proposed development results in a small impact associated with transport emissions which will require offsetting. The Council's Air Quality Officer is satisfied with the proposals subject to the development securing 10% electric vehicle charging points. A condition securing 20% electric vehicle charging points is recommended. 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

None.

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: 35% Affordable Housing with a 70% .
- 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 16 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

None.

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

10. CONCLUSION

The proposed building, by reason of its acceptable, design, scale, size and siting, is not considered to have a detrimental impact on the character and appearance of the host building, surrounding industrial area or the amenities of neighbouring occupiers. Given the tenure of the housing proposed, the parking provision is considered acceptable. The scheme is therefore considered to comply with the Council's adopted policies and guidance.

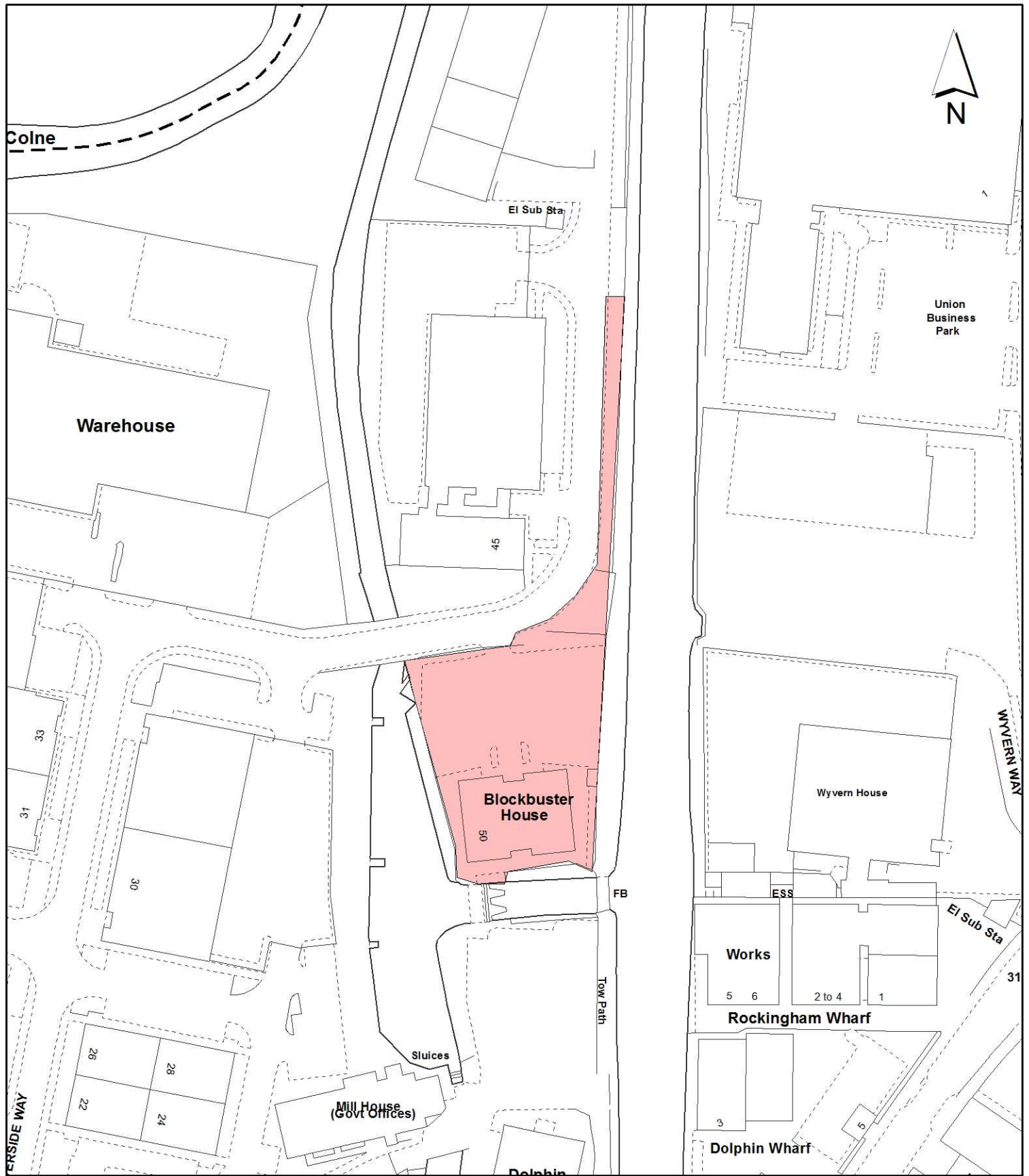
11. Reference Documents

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 (NPPF)
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Council's Supplementary Planning Document: Residential Layouts

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Weir House
 Riverside Way**

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

Planning Application Ref:
43495/APP/2016/1498

Scale:
1:1,250

Planning Committee:
Major Page 55

Date:
April 2017



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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:	5695/ASP2 Rev. F Amenity Space Provision Schedule PL-03 Rev. A PL-04 Rev. A Noise and Vibration Impact Assessment Report, dated 28/1/16 PL-24 Schedule of Accommodation Rev. F, dated 2/2/17 PL-21 Rev. E Existing 100 Year Flood Plan Proposed 100 Year Flood Plan PL-22 Rev. E PL-23 Rev. D PL-25 Rev. B PL-14 Rev. I PL-16 Rev. G Agent's covering email dated 17.3.17 PL-17 Rev. I PL-18 Rev. G PL-19 Rev. F PL-20 Rev. F PL-01 Rev. B PL-02 Rev. B 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 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 5695/ASP1.1 Rev. M 5695/ASP1.0 Rev. M PL-06 Rev. J PL-07 Rev. J

PL-08 Rev. L
 PL-09 Rev. L
 PL-10 Rev. M
 PL-11 Rev. L
 PL-13 Rev. K
 PL-15 Rev. I
 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
 Design and Access Statement, Revision C

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
			08/06/2016
			17/03/2017

DEFERRED ON 14th March 2017 FOR FURTHER INFORMATION .

Members will recall that this application was deferred from the Major Applications Planning Committee on 14th March 2017 in order to allow for the content on the Addendum Sheet to be incorporated into the officer's report and to allow further amendments to be made to the scheme, following the various concerns raised by Members during their discussion of the scheme:

- The proximity of units and particularly balconies to the bus terminus and the detrimental impact this would have on the amenities of future residents as a result of noise nuisance and poor air quality.
- Not appropriate to have disabled parking in the basement.
- Revised ground floor plan removing requirement for an obscurely glazed window to the bedroom in unit to the rear.
- Amended landscaping scheme to show some defensible space between ground floor habitable room windows and the communal garden.
- Confirmation that the concerns of Hillingdon's Flood Risk Officer have been dealt with.
- Confirmation that the scheme cannot deliver affordable housing.

- Proximity of units to the bus terminus.

The projecting balconies fronting Station Approach have been removed, replaced by 'Juliette' balconies. With the removal of the balconies, the opportunity has also been taken to increase the width of planting along Station Approach.

The agents on their email of 17/3/17 also note that the removal of the balconies is fully in line with Members request and that whilst reducing the overall provision of amenity space, was not regarded as an issue in this town centre location and due to the small size of the units. They go on to advise that the principle of residential development in such locations is in line with Government thinking and in the Government issued "Fixing the foundations: Creating a more prosperous nation" at Paragraph 9.12 on page 45, it states:

"Areas around commuter transport hubs offer significant potential for new homes.....The Government will consider how policy can support higher density housing around key commuter hubs....".

The agent goes on to note that any urban area has residential development being constructed close to public transport and cites a number of examples. Importantly, the application was accompanied by Noise/Vibration and Air Quality Assessments which concluded that subject to appropriate mitigation, the development would not be impacted upon by noise or air conditions, which have been endorsed by Council's Environmental Health Officers.

- Disabled Parking

The scheme has been amended by replacing the four accessibility spaces from the lower ground floor/ basement with standard spaces and re-siting the accessibility parking provision adjacent to the access road.

- Revised ground floor plan & defensible planting.

The internal layout of Unit 8 has been revised, so that only non-habitable or secondary windows are sited on the eastern elevation of the building. This has also removed the requirement for defensible planting to the ground floor of that elevation.

- Flood Risk

The applicants response to concerns raised by the Council's Water and Flood Risk Officer set out in the addendum at the last Major's Committee meeting has now been incorporated into the main body of the report. To summarise the Water and Flood Risk Officer is satisfied that with appropriate conditions the scheme meets relevant policy requirements for sustainable drainage and the mitigation of flood risk.

- Affordable housing

A Financial Viability Appraisal has been submitted which has been independently assessed. The assessment confirms that scheme currently would not support affordable housing. However a review mechanism is included in the recommended Heads of Terms for the S106 Agreement should permission be granted.

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.
7. A £50,000 contribution towards town centre/highway improvements in the immediate vicinity.

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 and town centre improvements. 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. J, PL-07 Rev. J, PL-08 Rev. L, PL-09 Rev. L, PL-10 Rev. M, PL-11 Rev. L, PL-13 Rev. K, PL-14 Rev. I, PL-15 Rev. I, PL-16 Rev. G, PL-17 Rev. I, PL-18 Rev. G, PL-21 Rev. E, PL-22 Rev. E, PL-23 Rev. D, PL-24, PL-25 Rev. B, 5695/ ASP2 Rev. E, 5695/ ASP1.0 Rev. M, 5695/ ASP1.1 Rev. M, 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 surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

Thereafter the 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. J 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 bathroom and secondary kitchen/dining room and bedroom windows of Unit 8 on the ground floor, 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 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 NO_x 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 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:

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.

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).

20 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).

21 NONSC Revised Cycle Parking Provision

Notwithstanding the details submitted on Drawings No. PL-07 Rev. J, 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).

22 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).

23 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).

24 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).

25 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 and March 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).

26 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).

27 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).

28 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
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

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
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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. 13 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. 6 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,

(xxxii) 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,

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

(xxxiv) Underground parking needs to be risk assessed,

(xxxv) 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,

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

(xxxvii) 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,

(xxxviii) It is noted that the proposed building is 1.075 metres higher than the adjoining Metropolitan House,

(xxxix) LU 'No build zone' serves to maintain views of station.

RUISLIP RESIDENTS' ASSOCIATION:

Original comments:

We would like to make some late comments with regard to this planning application in the hope they may still be considered before a decision is made. We understand that this case will go before your major applications committee for recommendation.

Firstly we are concerned over the location of the building within the plot as it is currently right up against its western boundary (ie the bus station) which means that the proposed patio doors and balconies of many of the 41 flats are next to the double-decker diesel bus stands. The diesel fumes/pollution generated in the continual starting process and buses engines still running whilst standing will be a negative factor as will privacy with top deck bus passengers looking directly onto first floor properties at a distance as near as six feet. Should the building be moved back from the western boundary to allow more of a gap between the building and the bus stands and a hedge be planted it would be more in keeping with meeting quality housing standards particularly as the site adjoins our local conservation area.

The plans require the removal of a large number of trees including better quality ones towards the southern end of the plot and this will affect the environs of the Grade 2-listed Ruislip Underground Station (1903). This is a key entrance point to our town bearing in mind that it was originally designed for access by train and not car. So the visual entrance to Ruislip is very important given creating first impressions.

The underground car park design needs to incorporate flood protection systems as the bus station is liable to flash flooding and an underground car park there would run a serious danger of water inundation a subject very much in the news recently. It would be appreciated if our comments could be taken into account in your deliberations. It is noted that this application is up for decision by 24th August.

Comments on Revised Plans:

We would refer to the amended planning application for this site and whilst amended drawings for the site layout and internals have since been submitted it does not change our view that this application remains unsuitable for purpose with none of the proposed changes appearing to make a material difference and we believe the main points made previously hold good. We trust that as the case is still to be decided our latest views may still be taken into account in the decision process. Please advise us of your decision in due course.

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 II 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 II 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 $x = 2.4\text{m}$; $y = 23\text{m}$, 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 ration 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 Fanuc 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 not 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

Although these conditions have been requested by the EPU Officer, this is a residential scheme where they would either have minimal impact other than during the construction phase where Condition 14 (Construction Management Plan) would cover these matters or could not control the type of vehicles residents used. Condition 19 is still required to control the gas fired central boiler system, but electric charging points are covered by Condition 7 (Landscape Scheme) and the Green Travel Plan would be more appropriate to deal with reducing travel demand and therefore emissions. The recommended conditions have been omitted/revised as such.

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.

The Council's Water and Flood Risk Officer advises that the site is shown to be at considerable risk of surface water flooding with a substantial area to the south of the current building subject to surface water ponding of 300mm - 900 mm. However 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.

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 18 cubic 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 officer supports the green roof that is to be provided within the sustainable drainage design and the inclusion of rainwater harvesting. A condition requiring the submission of a plan for managing the water within the site during construction will also be required.

The officer raised a number of matters where further detail is required, including a 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 Residents' Association, 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 and applications need to be considered on their individual merits. 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. Points (xxiii) and (xxxviii) are 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. In terms of Point (xxxix), the restriction is therefore to safeguard Station Approach and adjoining bus stops.

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.
7. A £50,000 contribution towards town centre/ highway improvements in the immediate vicinity.

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)

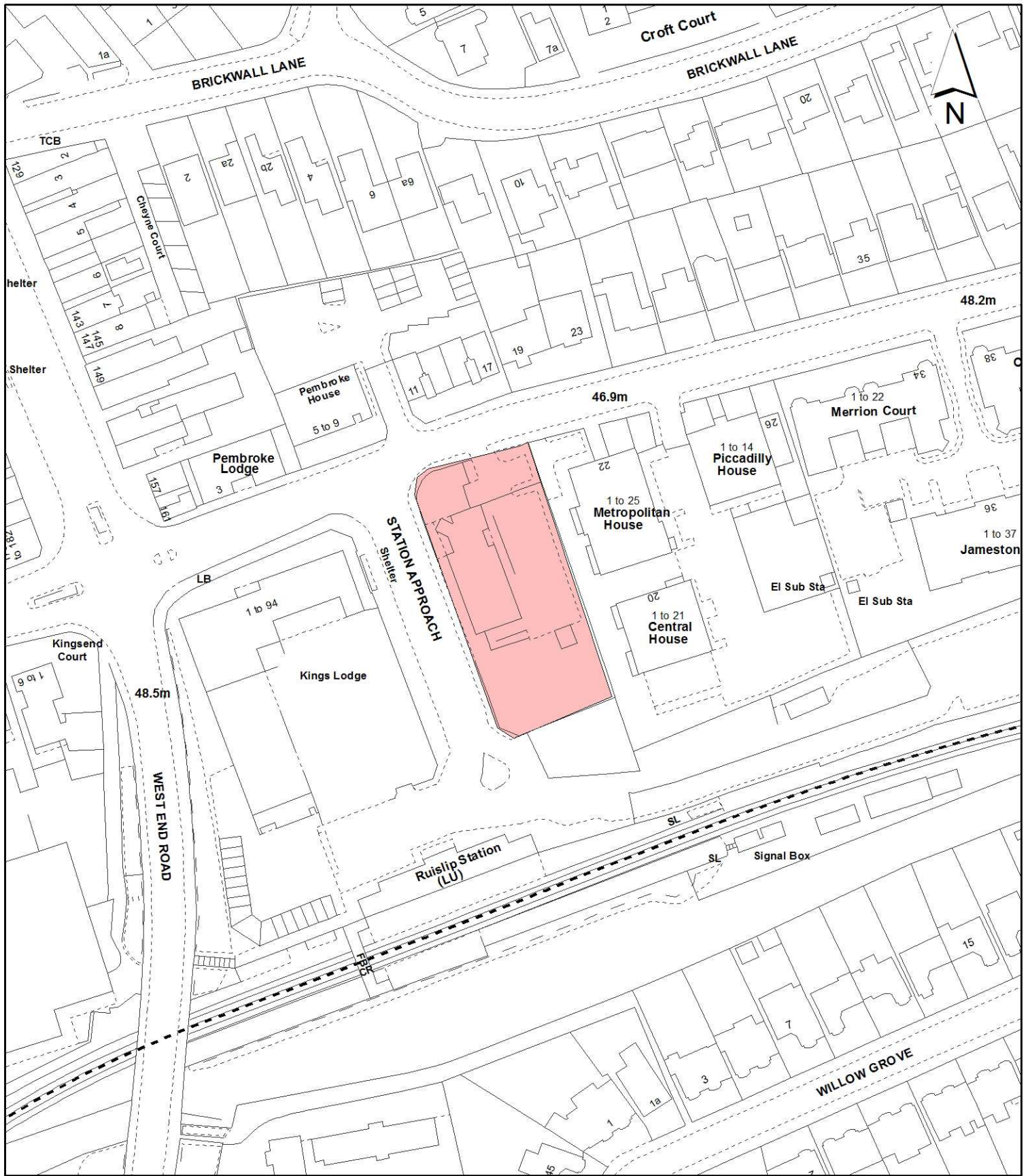
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

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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 118

Date:
April 2017



Plans for Major Applications Planning Committee

Thursday 6th April
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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Report of the Head of Planning, Sport and Green Spaces

Address FRANK WELCH COURT HIGH MEADOW CLOSE PINNER

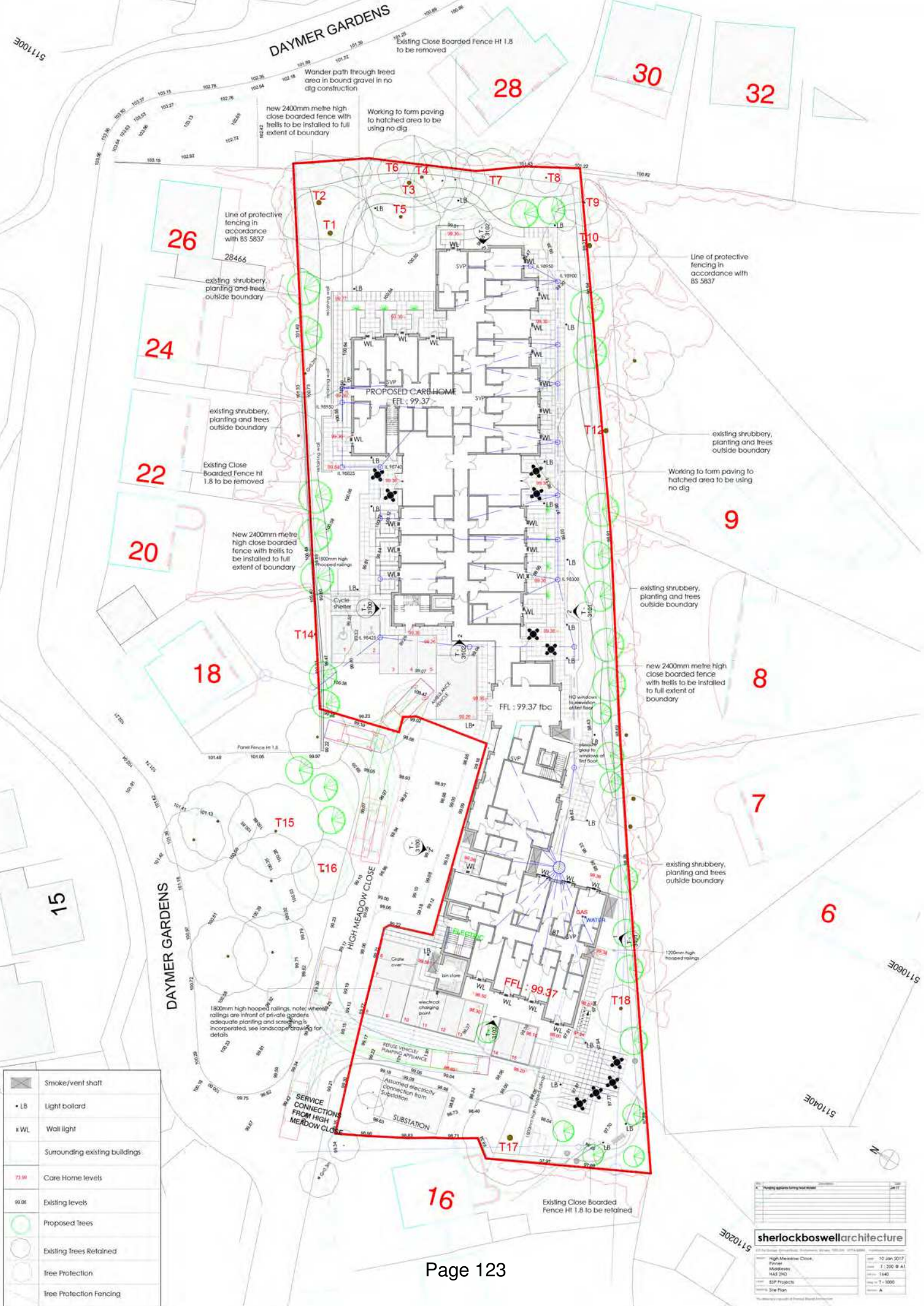
Development: First floor extensions on the north west elevation and south east elevations, together with a first floor link extension between the first floor elements to provide 5 additional care home bedrooms, together with reduction of the basement/lower ground floor (as compared to the original planning permission ref. 196/APP/2012/1776, as amended by 196/APP/2013/2958), including 6 smoke/vent shafts.

LBH Ref Nos: 196/APP/2016/4645

Date Plans Received: 23/12/2016

Date(s) of Amendment(s):

Date Application Valid: 23/12/2016



	Smoke/vent shaft
	Light bollard
	Wall light
	Surrounding existing buildings
	Care Home levels
	Existing levels
	Proposed Trees
	Existing Trees Retained
	Tree Protection
	Tree Protection Fencing

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High Meadow Close, Farnham, Middlesex, HA5 2ND

10 Jun 2017
1:200 @ A1
1:1440
1:1:1000
A



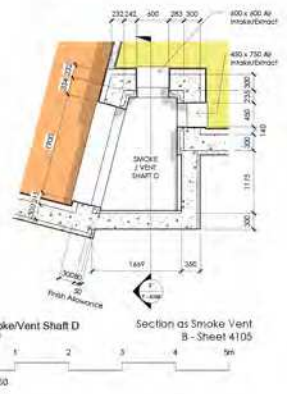
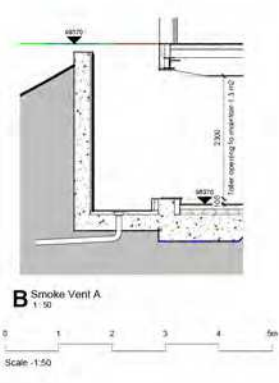
By Use:

- Circulation
- Recreation
- Sanitary
- Staff

Packaged Ventilation System

- Air Extract
- Air Intake

SIKA Swell Joint



NOTE: ALL EXTERNAL DIMENSIONS TO BLOCKWORK FACE



No.	Description	Date
1	Issue Package, External Facade Panel	24/04/19
2	Issue Package, External Facade Panel	24/04/19
3	Issue Package, External Facade Panel	24/04/19
4	Issue Package, External Facade Panel	24/04/19
5	Issue Package, External Facade Panel	24/04/19
6	Issue Package, External Facade Panel	24/04/19
7	Issue Package, External Facade Panel	24/04/19
8	Issue Package, External Facade Panel	24/04/19
9	Issue Package, External Facade Panel	24/04/19
10	Issue Package, External Facade Panel	24/04/19

sherlockboswell architecture

High Meadow Close
Pinner
Middlesex
HA5 2DQ
020 8996 1100
www.sherlockboswell.co.uk

31 Apr 2019
1:500
A1
1643
T-3101
9



1 Proposed Ground Floor Plan - East
1:100

- By Use
- Bedroom
 - Circulation
 - Medical
 - Recreation
 - Sanitary
 - Staff



B Proposed Ground Floor Plan - West
1:100

NOTE: ALL EXTERNAL DIMENSIONS TO BLOCKWORK FACE

0 2 4 6 8 10m
Scale: 1:100

Issue No.	1	Date	23 Apr 2018
Issue Reason	Revised floor plan	Issue No.	1
Revised by	AS	Issue Date	23 Apr 2018

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Project Name	High Meadow Close	Client	High Meadow Close
Project No.	1500	Project Manager	AS
Project Location	High Meadow Close	Project Status	Final
Project Date	1640	Project Scale	1:100
Project Type	Residential	Project Sheet	1 of 1



A Proposed First Floor Plan
1:3101



B Proposed First Floor Plan
1:150

- By Use
- Bedroom
 - Circulation
 - Medical
 - Recreation
 - Sanitary
 - Staff



NOTE: ALL EXTERNAL DIMENSIONS TO BLOCKWORK FACE

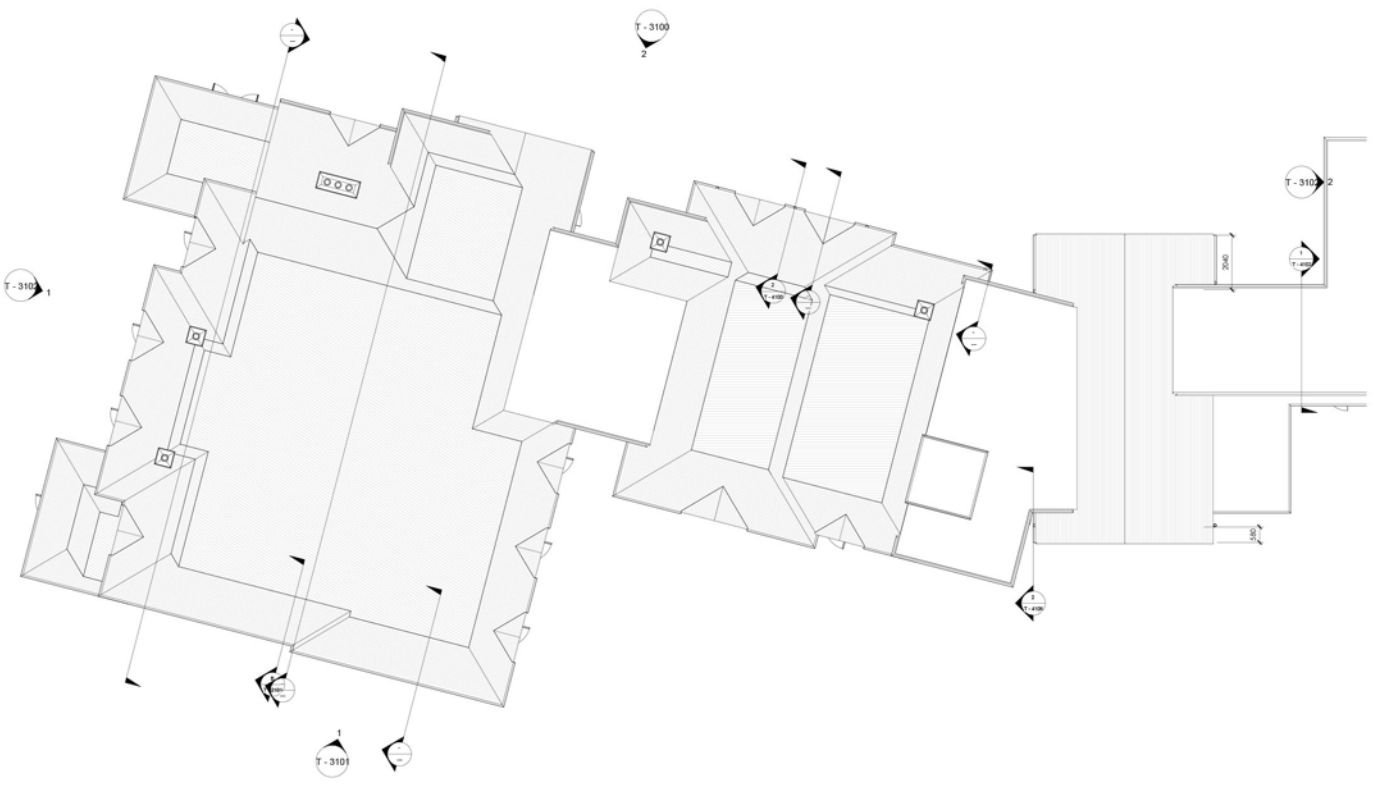
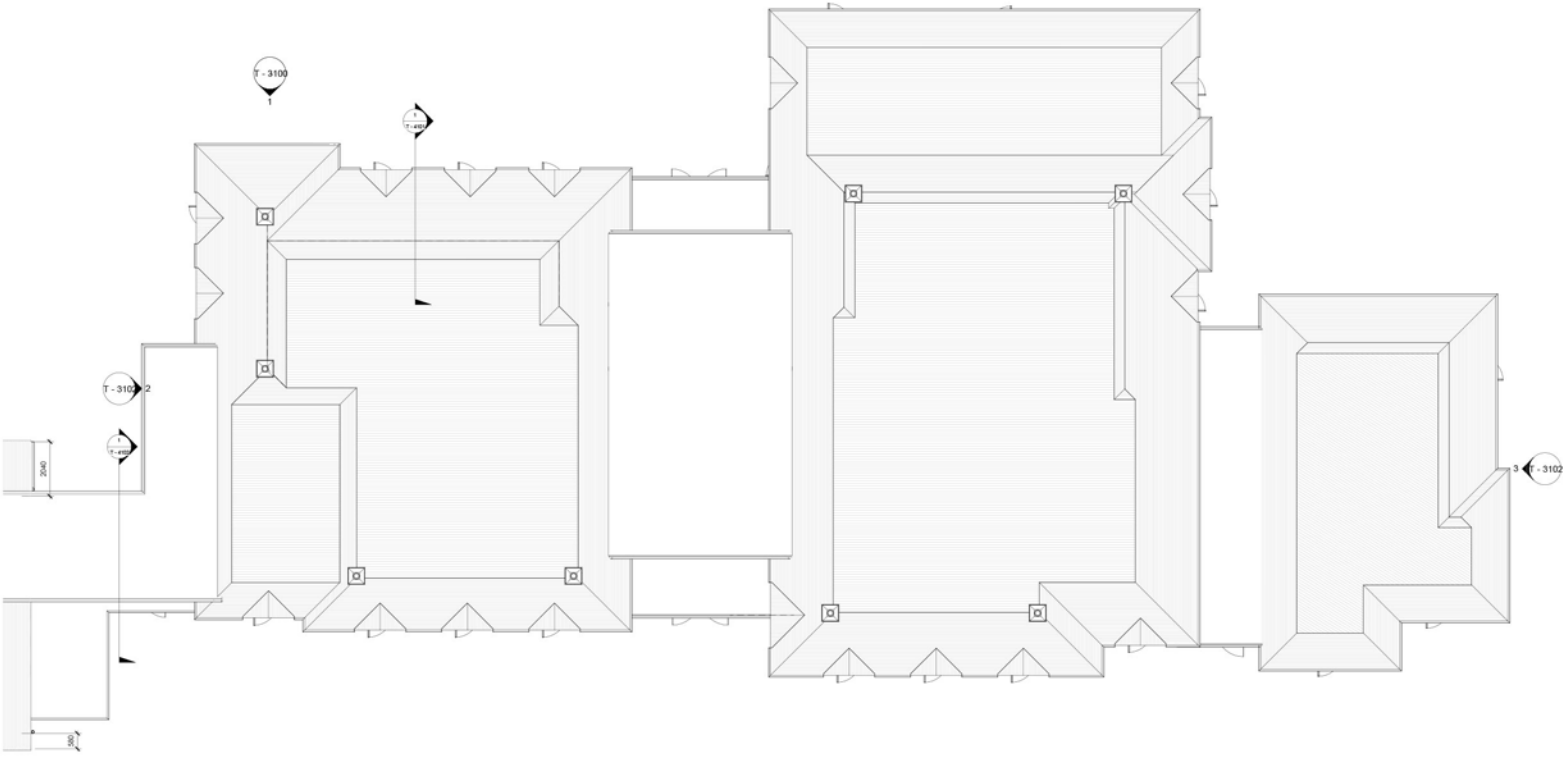
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Scale: 1:100

3. Revised and/or New Floor Plans	13 July 2014
4. Additions and/or Deletions	14 July 2014
5. Other	14 July 2014
6. Other	14 July 2014
7. Other	14 July 2014
8. Other	14 July 2014
9. Other	14 July 2014
10. Other	14 July 2014

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High Meadow Close
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Middlesex
HA5 2ND
Tel: 01895 947000
Fax: 01895 947001
Email: info@sherlockboswellarchitecture.com

13 July 2014
A1 IN308 A1
1440
T-2103
2



Roof Plan
1:100



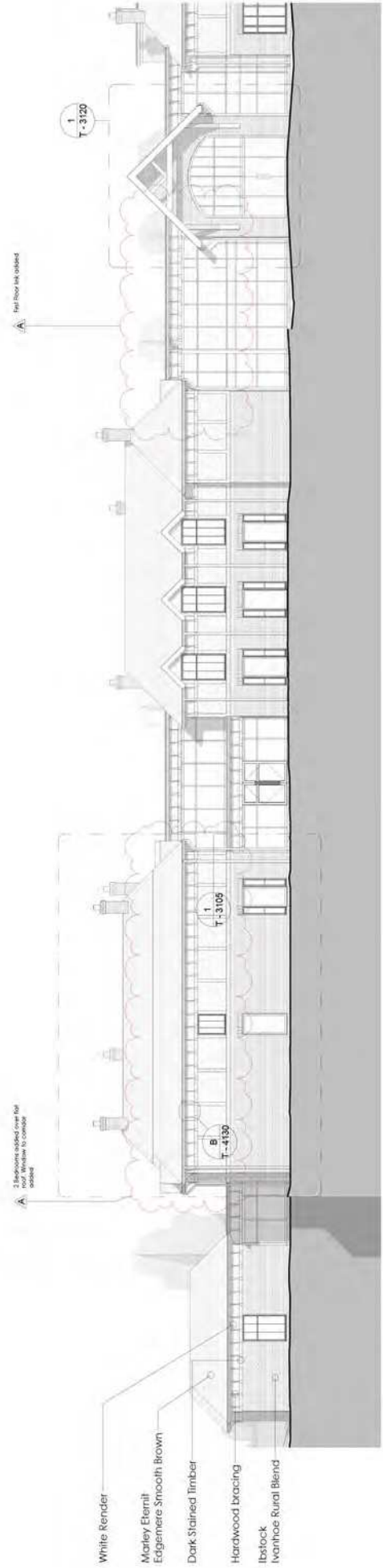
No.	Description	Date

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45 The Garage, Buxton Road, Wickham, Buxton, CO1 1JG 01753 38880 info@sherlockboswell.com	High Meadow Close, Pinner Middlesex HA5 2PD 020 8811 1111 info@sherlockboswell.com	date 10 Nov 2016 scale 1:100 @ A1 job no 1640 drawing T-2104 author
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**NOTE: ALL EXTERNAL
DIMENSIONS TO BLOCKWORK
FACE**





1 North West
1:100



2 North
1:100

0 2 4 6 8 10m

Scale - 1:100

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Project: [Redacted]

Site: [Redacted]

Drawn: [Redacted]

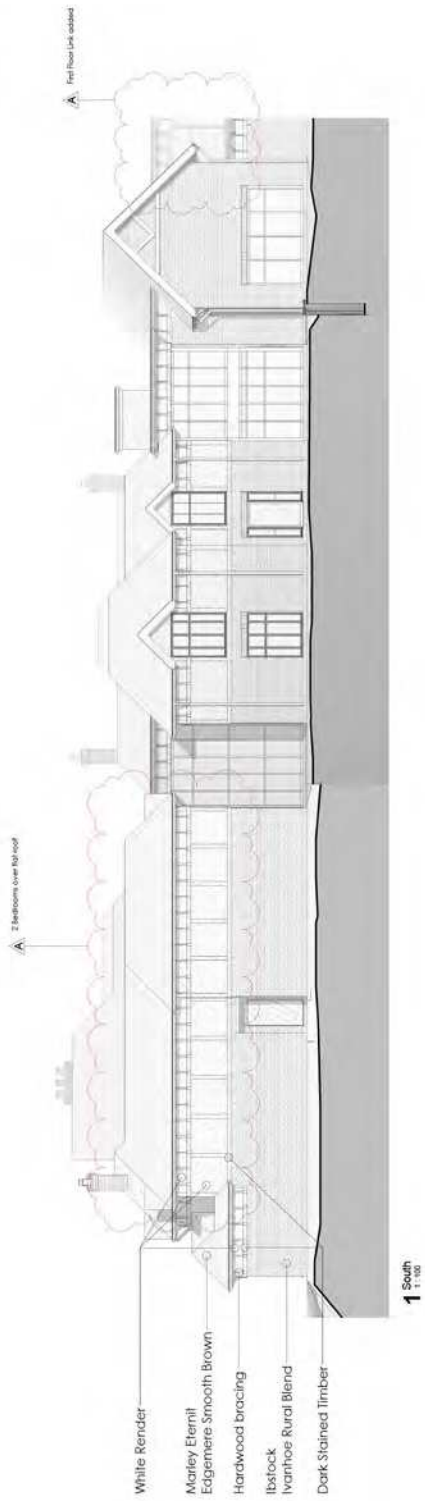
Checked: [Redacted]

Date: [Redacted]

sherlockboswellarchitecture

13 July 2016
1:100 (B+A)
1:100
1:100
1:100
1:100

High, Macdonald Close
Mossburn
NSW 2587
Australia
Phone: 02 9438 1100
Email: [Redacted]



0 2 4 6 8 10m

Scale - 1:100

Project: [Redacted]

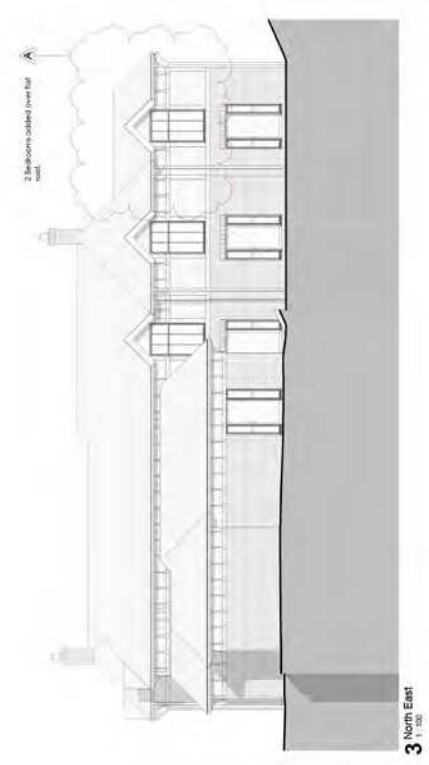
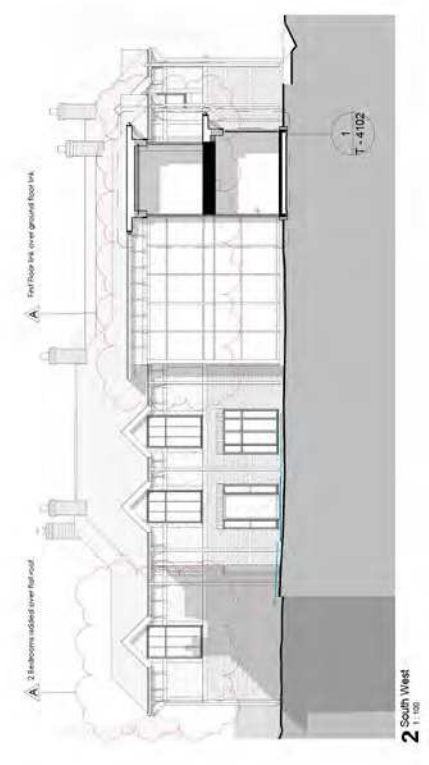
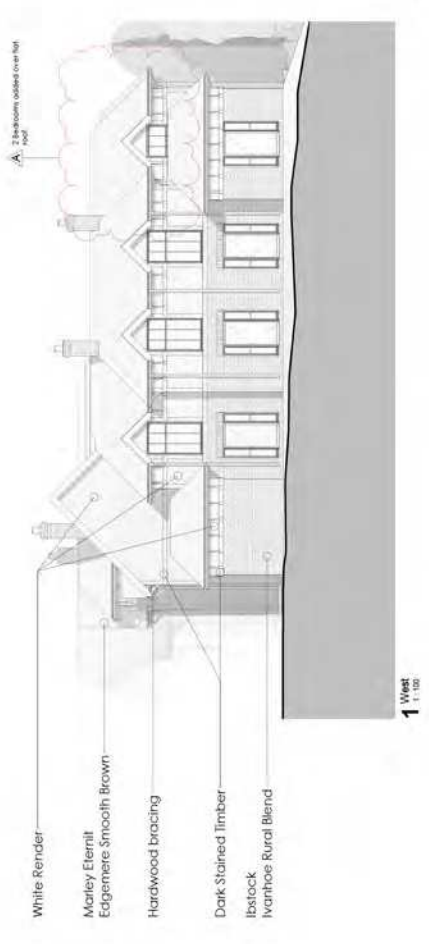
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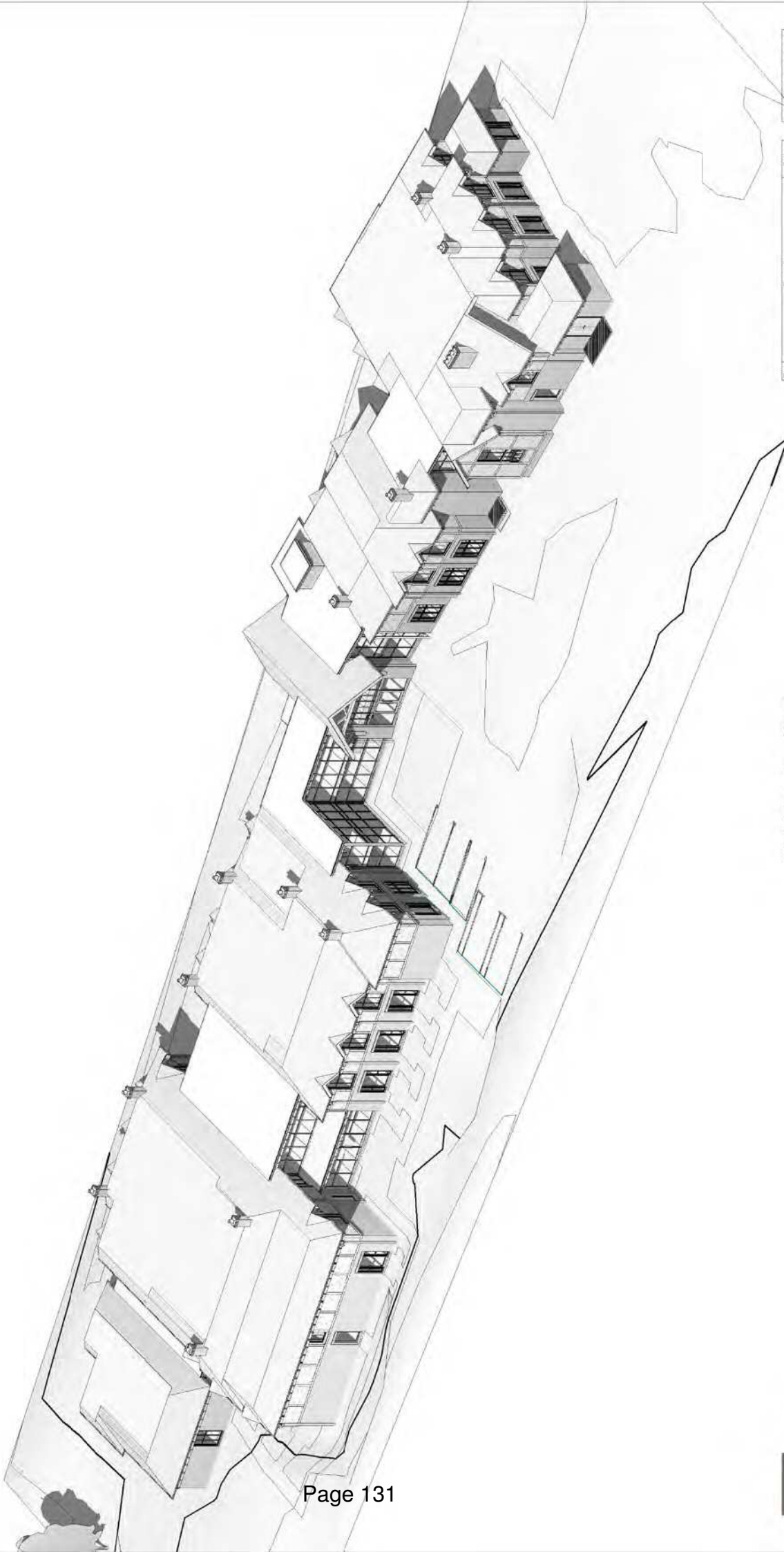
Architect: [Redacted]

13 July 2018
1:100 B & A
1:100
1:100
1:100
1:100

sherlockboswellarchitecture

High Westside Close
Mossburn
NSW 2585
Australia
Phone: 02 9438 1100
Email: [Redacted]



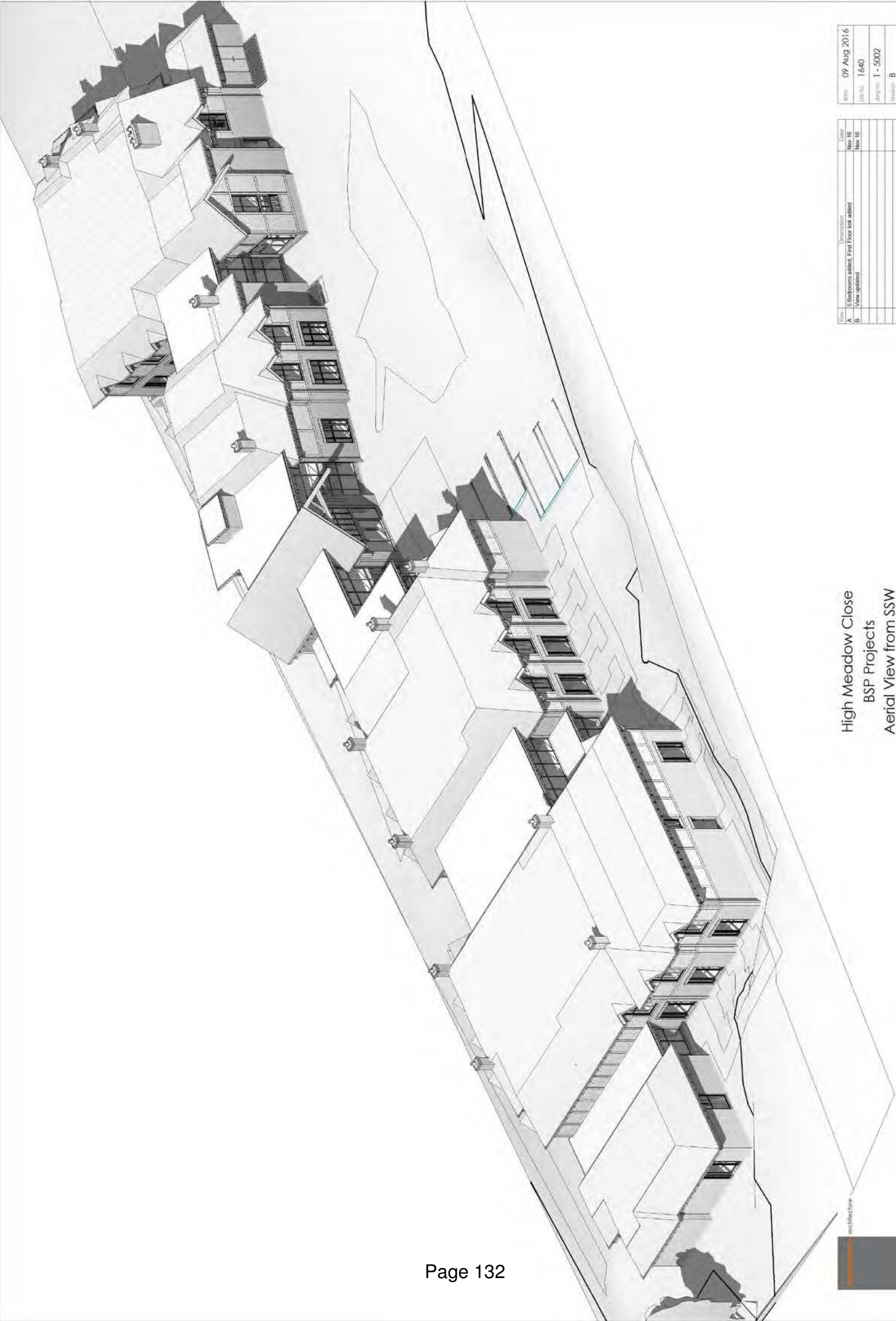


High Meadow Close
 BSP Projects
 Aerial View from NNE

DATE	09 Aug 2016
BY	1640
PROJECT	T-5001
REVISION	B

REV	DESCRIPTION	DATE
A	5 Balconies added, First Floor rim added	Nov 15
B	View updated	Nov 15

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High Meadow Close
 BSP Projects
 Aerial View from SSW

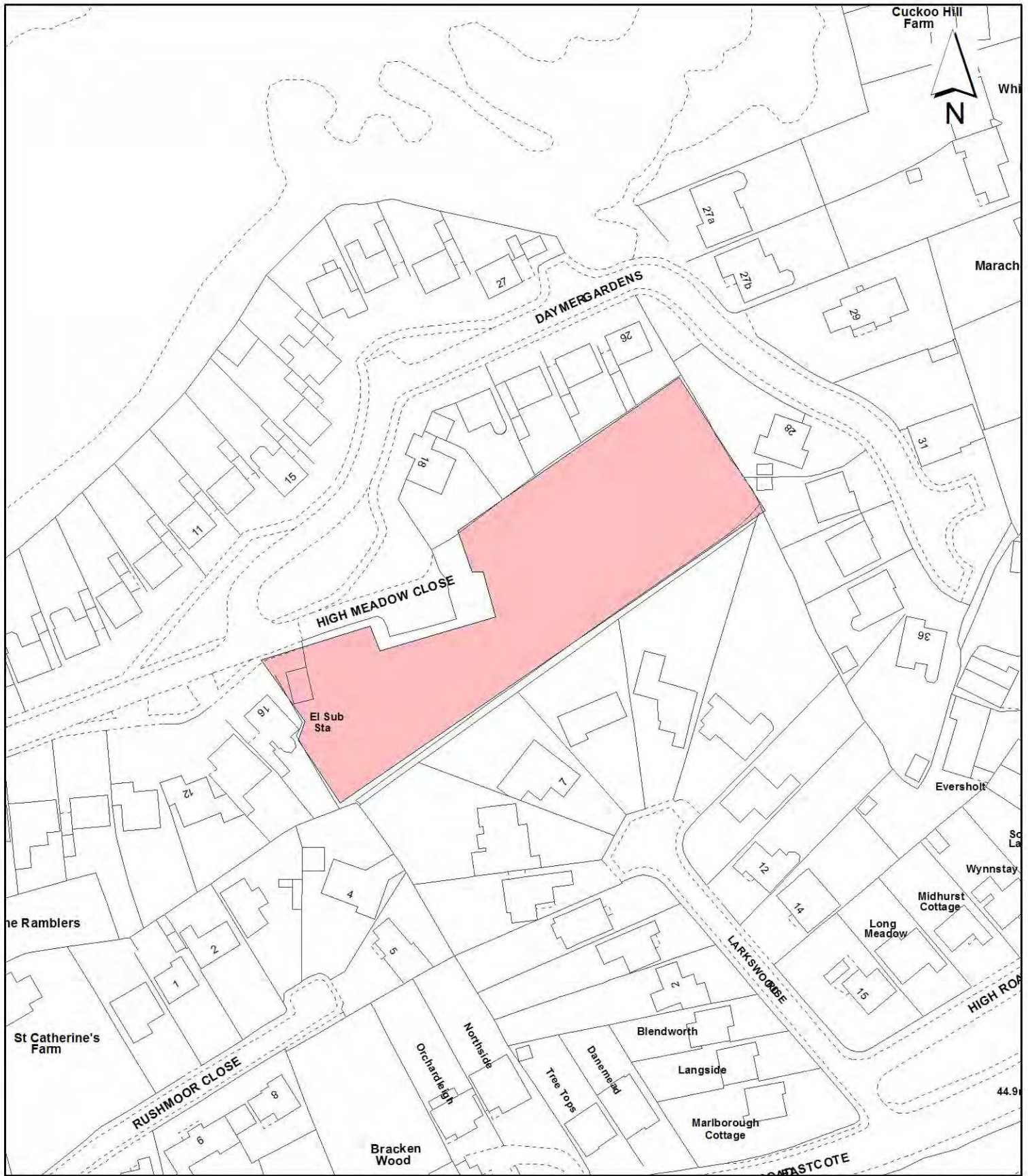
architective

03/0	09 Aug 2016
1640	
T-5002	
B	

Rev	Description	Author
A	5 Bedrooms added, First Floor link added	Nov 16
B	View updated	Nov 16

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Site Address:

**Former Frank Welch Court
 High Meadow Close**

Planning Application Ref:
196/APP/2016/4645

Planning Committee:
Major Page 134

Scale:
1:1,250

Date:
April 2017

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



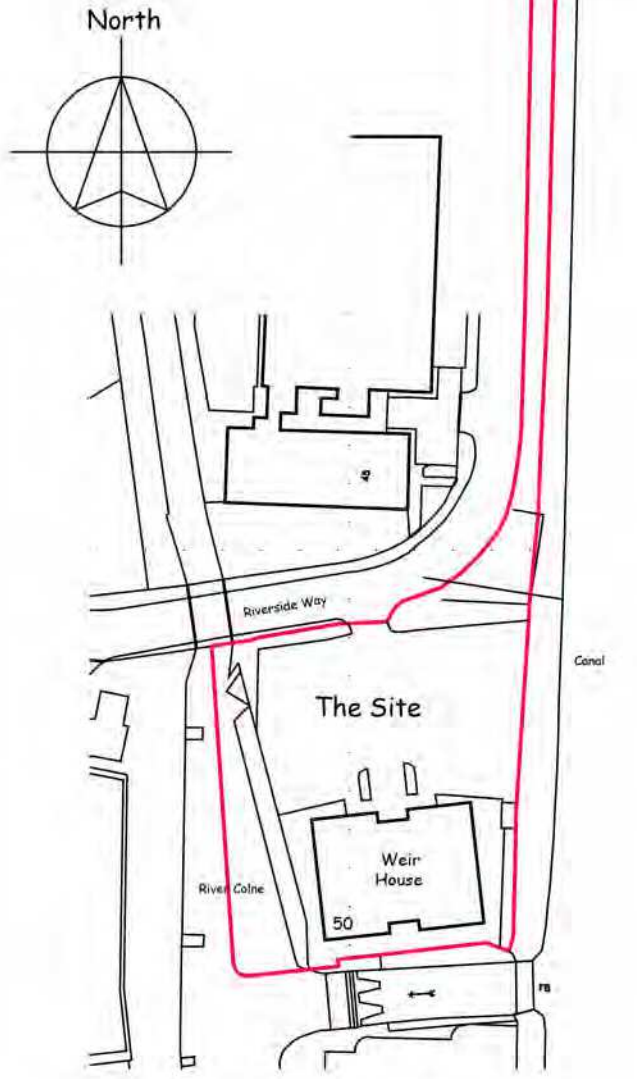
Report of the Head of Planning, Sport and Green Spaces

Address WEIR HOUSE, 50 RIVERSIDE WAY UXBRIDGE

Development: Erection of a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

LBH Ref Nos: 43495/APP/2016/1498

Date Plans Received:	15/04/2016	Date(s) of Amendment(s):	15/04/2016
Date Application Valid:	07/07/2016		18/04/2016
			09/05/2017
			07/06/2016



**Location Plan
1:1250 Scale**

notes:
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 all dimensions should be checked on site prior to commencement of work
 site/survey based on ordnance survey information provided by prodart systems plc; (www.promap.co.uk) prodart does not guarantee that all past or current uses or features will be identified in the product
 the product does not give details about the actual state or condition of the site nor should it be used or taken to indicate or exclude actual suitability or unsuitability of the site for any particular purpose, or relied upon for determining suitability or value, or used as a substitute for any physical investigation or inspection.
 drawings to be read in accordance with the dwelling emission rate (dierler) calculation; the building must be built 'as designed' meeting the criteria set for air permeability.
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 also that the scale bars on the plan measure correctly.

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1:2500	0	50m	100m	200m
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1:500	0	10m	20m	40m
1:200	0	4m	8m	12m
1:100	0	2m	4m	8m
1:50	0	1m	2m	4m

hps Hertford Planning Service
 Architecture & Planning
 Westgate House, 37-41 Casle Street,
 Hertford, Herts SG14 1HH
 Tel: 01992 552173 Fax: 01992 587643
 Email: contact@hertfordplanning.co.uk
 www.hertfordplanning.co.uk



Client	
Project	Weir House Uxbridge UB8 2YF
Drawing	Location Plan
Date	09/05/2015
Scale	1:1250
Sheet size	A4
Drawn	mRn

12349-P-107

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- the product does not give details about the actual construction of the building or the materials used or used upon for determining usability or value, investigation or inspection.
- drawings to be used in conjunction with the building emission rate (dermat) calculation. the drawings must be built 'as designed' meeting the criteria set for air permeability.
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Tel: 01992 552173 Fax: 01992 587643

Email: contact@herfordplanning.co.uk

www.herfordplanning.co.uk

Chartered Institute of Architectural Technologists

Client:

Project:

Drawing:

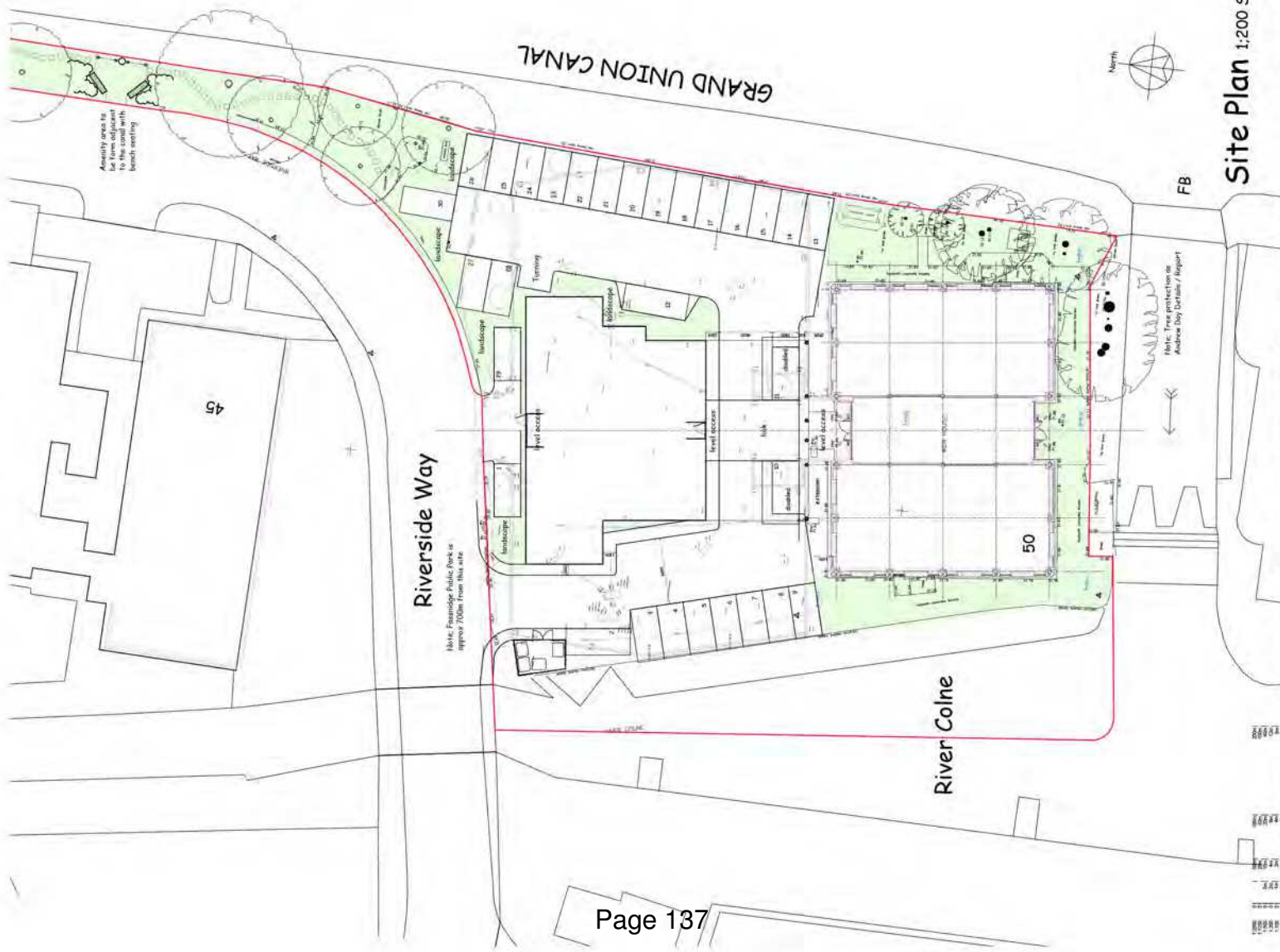
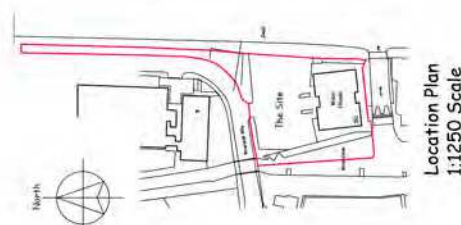
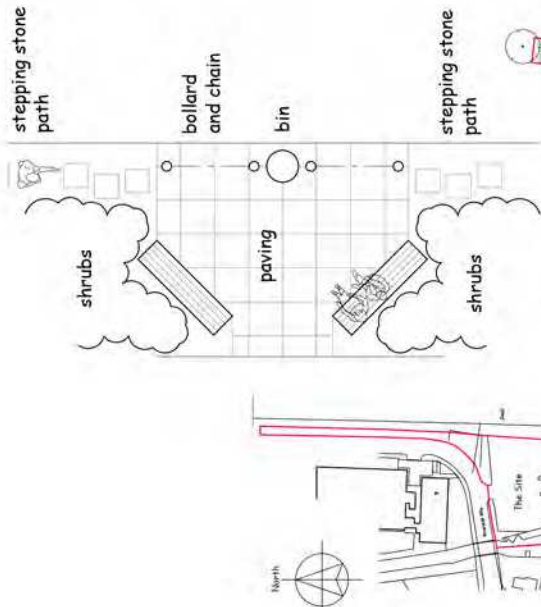
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Sheet size:

Drawn:

12349-P-100-E

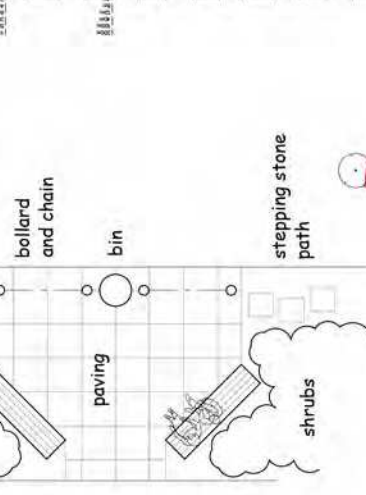


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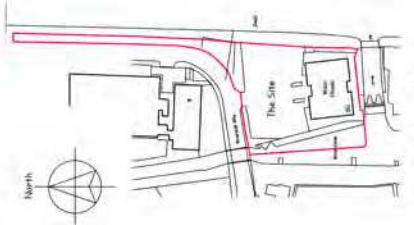
Site Plan 1:500 Scale

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 All work should be carried out in accordance with the relevant standards and specifications.
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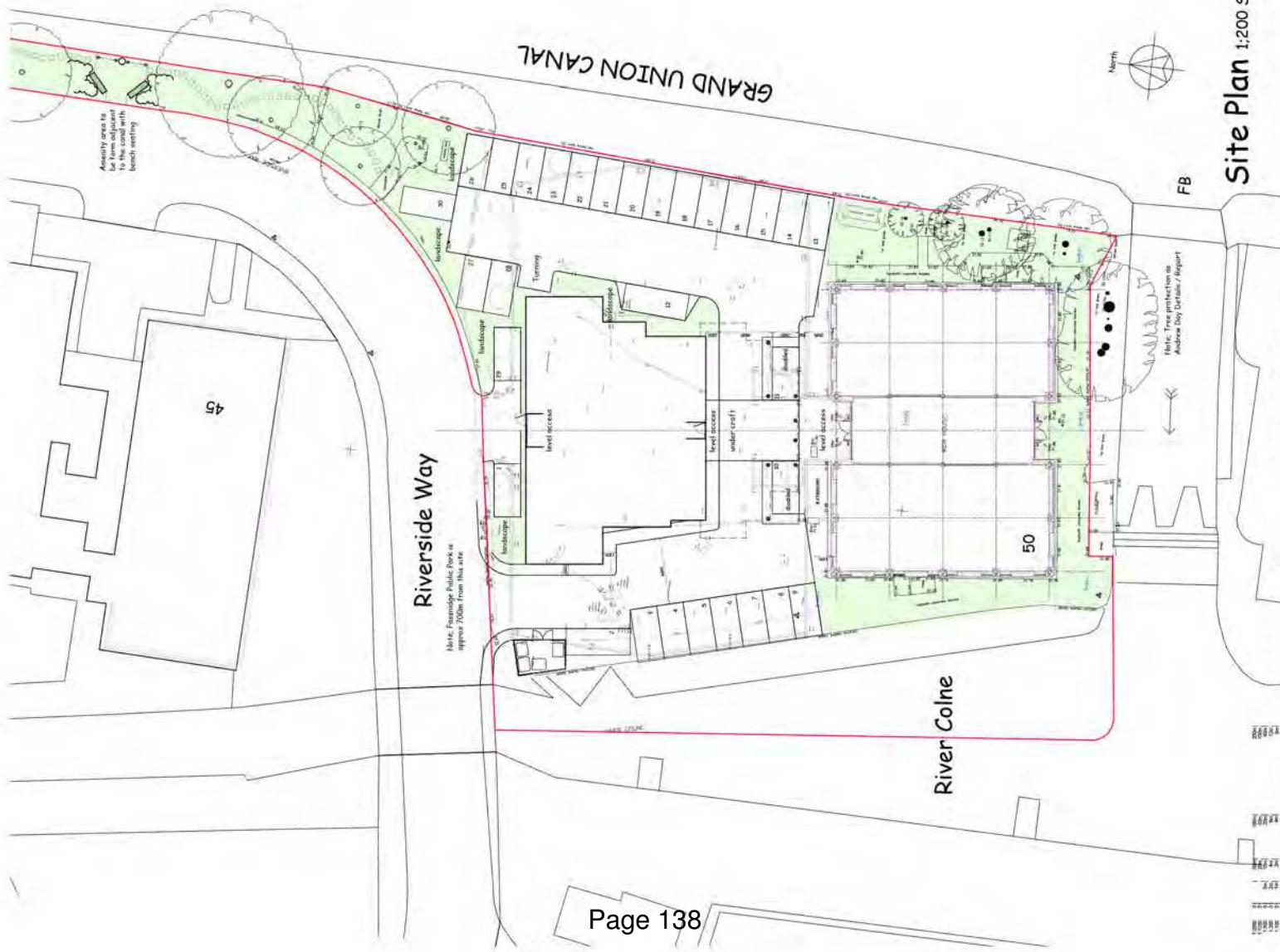
- shrub
- stepping stone path
- bollard and chain
- bin
- paving
- shrubs



Amenity area to be form adjacent to the canal with bench seating



Location Plan 1:1250 Scale



hps
 Hertford Planning Service
 Westgate House, 37-41 Castle Street,
 Hertford, Herts SG14 1HF
 Tel: 01992 552173 Fax: 01992 587643
 Email: contact@hertfordplanning.co.uk
 www.hertfordplanning.co.uk

Client	Chartered Institute of Architectural Technologists
Project	Weir House Upgrade URB-2YF
Drawing	Site Plan - New Units
Date	11/10/16
Scale	1:200 + 1:250
Sheet size	A1
Drawn	mrb
	12349-P-100-F

any discrepancies should be reported immediately.

all dimensions should be checked on site prior to commencement of work.

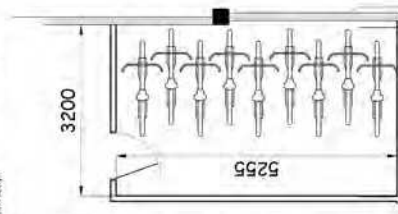
responsibility based on objective survey information provided by ground systems etc. (www.promag.co.uk) prior to any guarantee or warranty in the product.

the product does not give details about the actual or likely performance of the product. It is intended to be used as a guide only and not as a substitute for any professional investigation or inspection.

changes to be used in accordance with the drawing revision (see drawing) calculations. The building must be built to a standard meeting the standard set by a professional.

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Tel: 01992 532173 Fax: 01992 587643
Email: enquiries@hertfordplanning.co.uk
www.hertfordplanning.co.uk

Client: Hertford Council

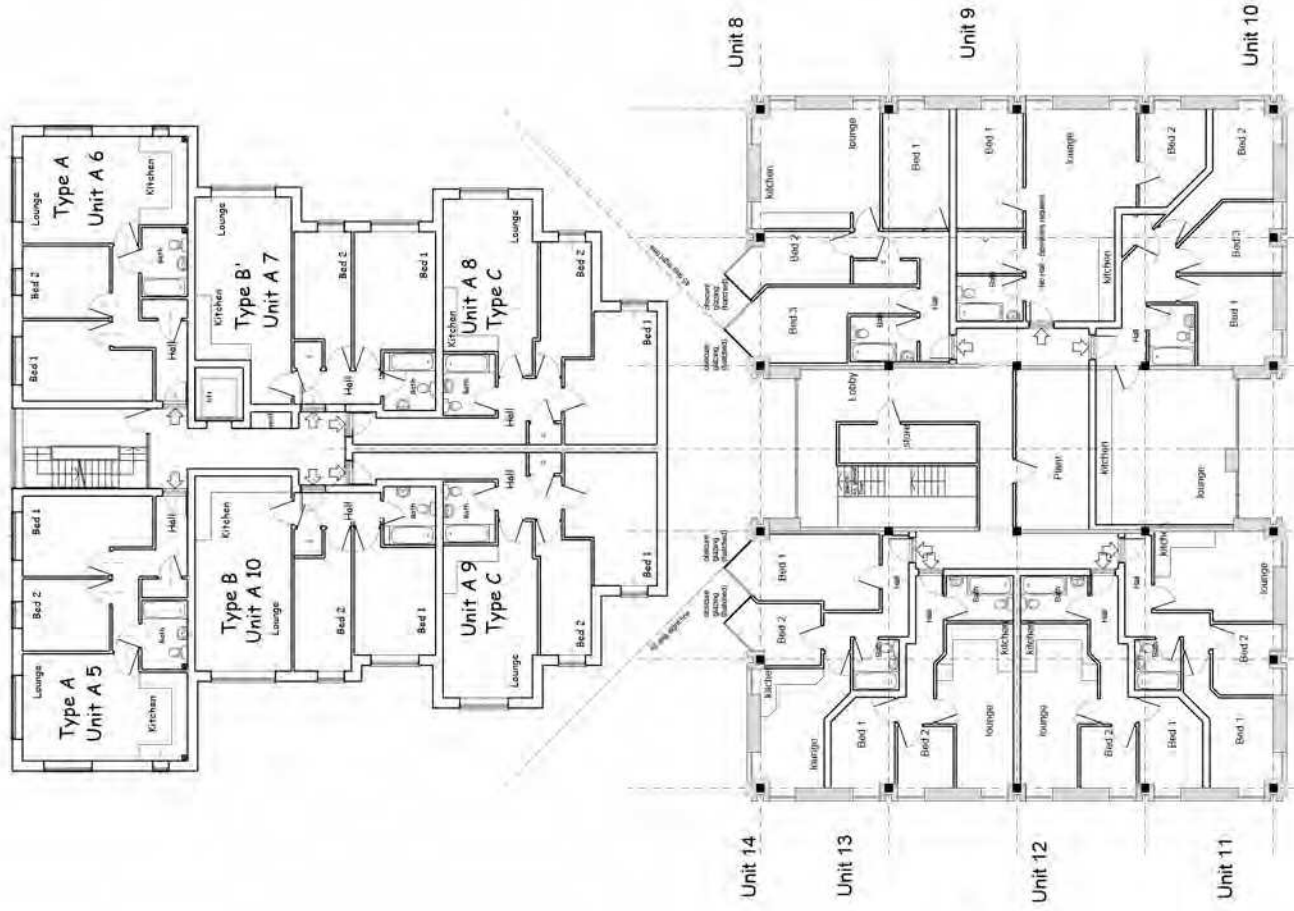
Project: Westgate House, 37-41 Castle Street, Hertford, Herts SG14 1HH

Drawing: Lower Floor Plans, New Units

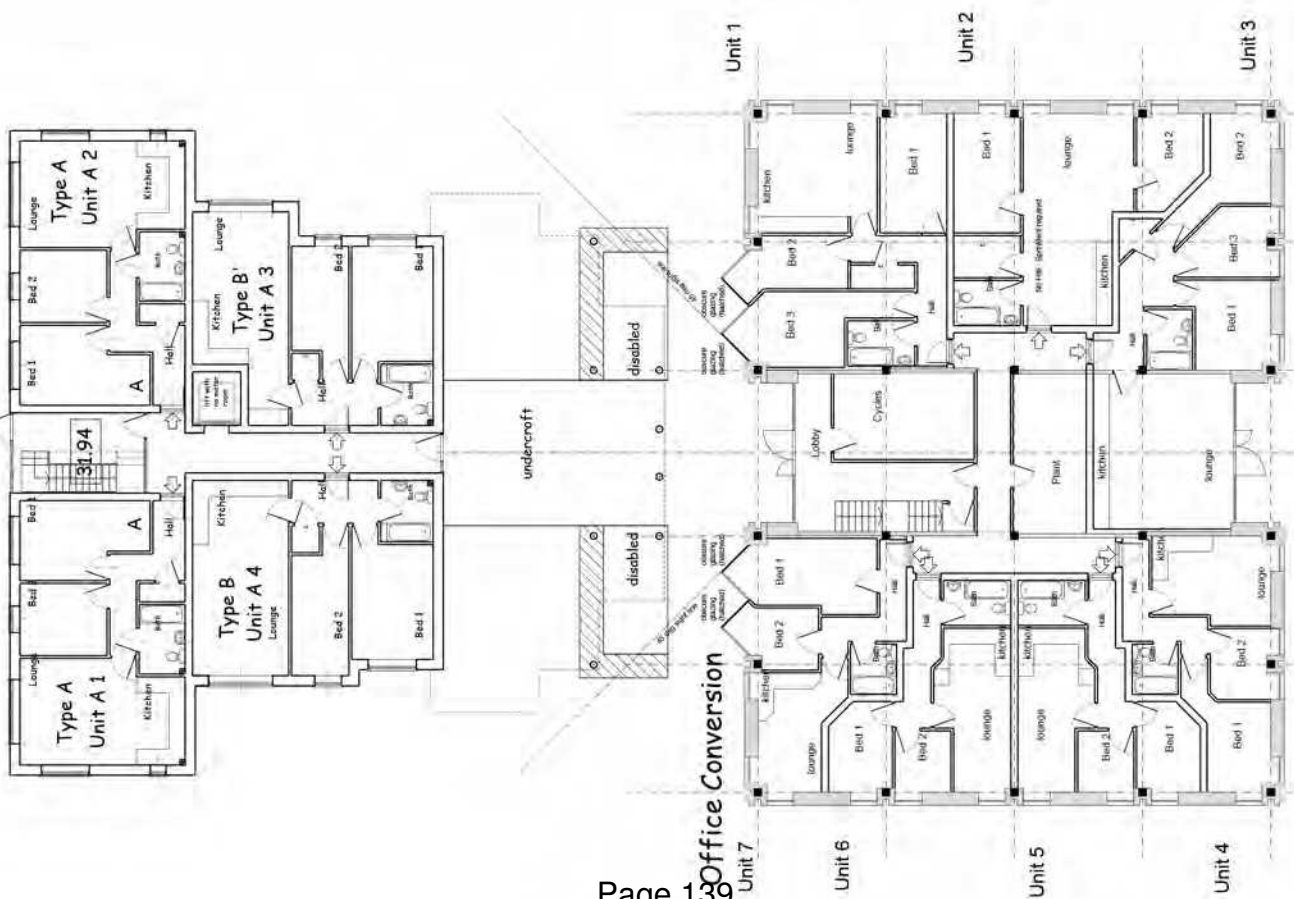
Date: 10/10/16
Scale: A1
Drawn: MBN

12349-P-101-E

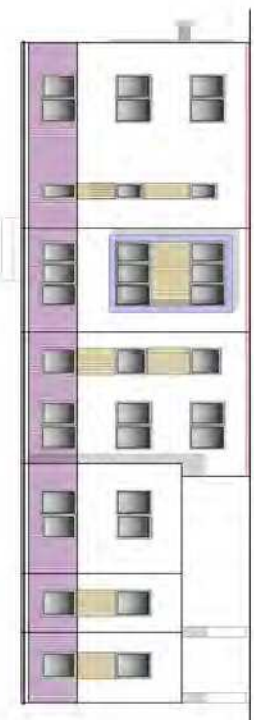
First Floor Plan



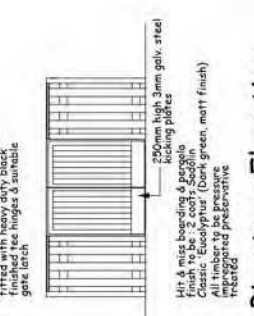
Ground Floor Plan



Notes:
 any discrepancies should be reported immediately
 all dimensions should be checked on site prior to commencement of work
 drawings based on site survey
 information provided by product suppliers etc.
 (www.prowap.co.uk) product does not guarantee suitability of the site for any particular purpose, or used as a substitute for any physical investigation or inspection.
 drawings to be read in accordance with the building emission rate (BEM) calculation. The building must be built as designed meeting the criteria set for air permeability.
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 note
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East Elevation

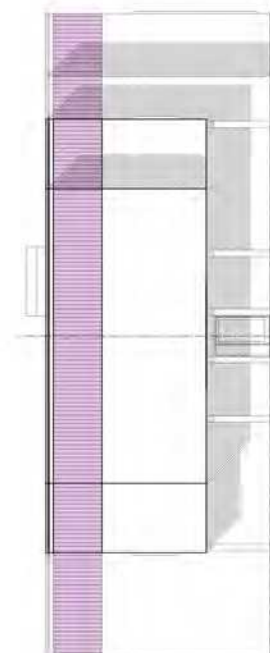


Bin store Elevation
 1:50 Scale

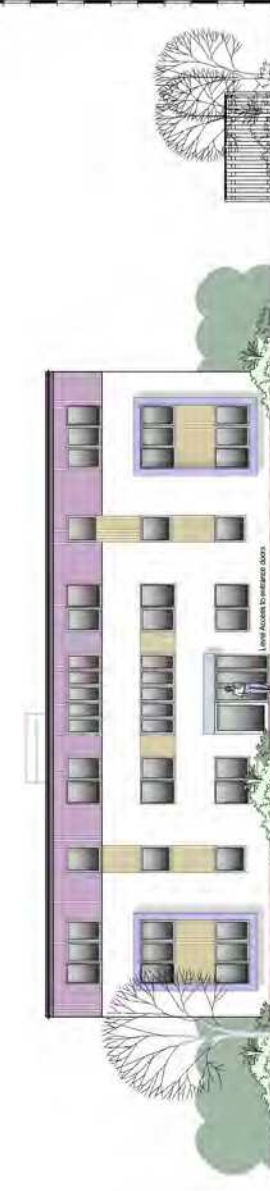
Framed lugged & braced gates finished in heavy duty galvanneal zinc with hinges & handle gate latch

200mm High 3mm galv. steel kicking plates

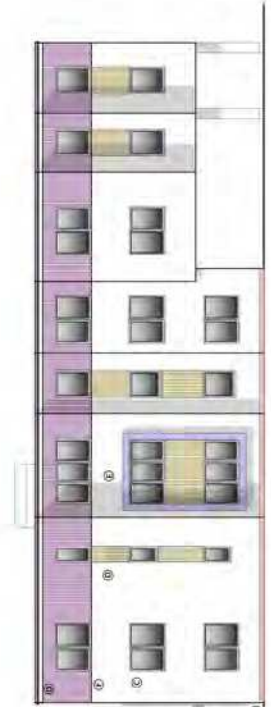
4ft x 6ft mix boarding & panels Classic - Escalynor (Dark green, matt finish)
 All timber to be pressure treated preservative



Rear Elevation



Front Elevation North
 1:100 Scale



West Elevation

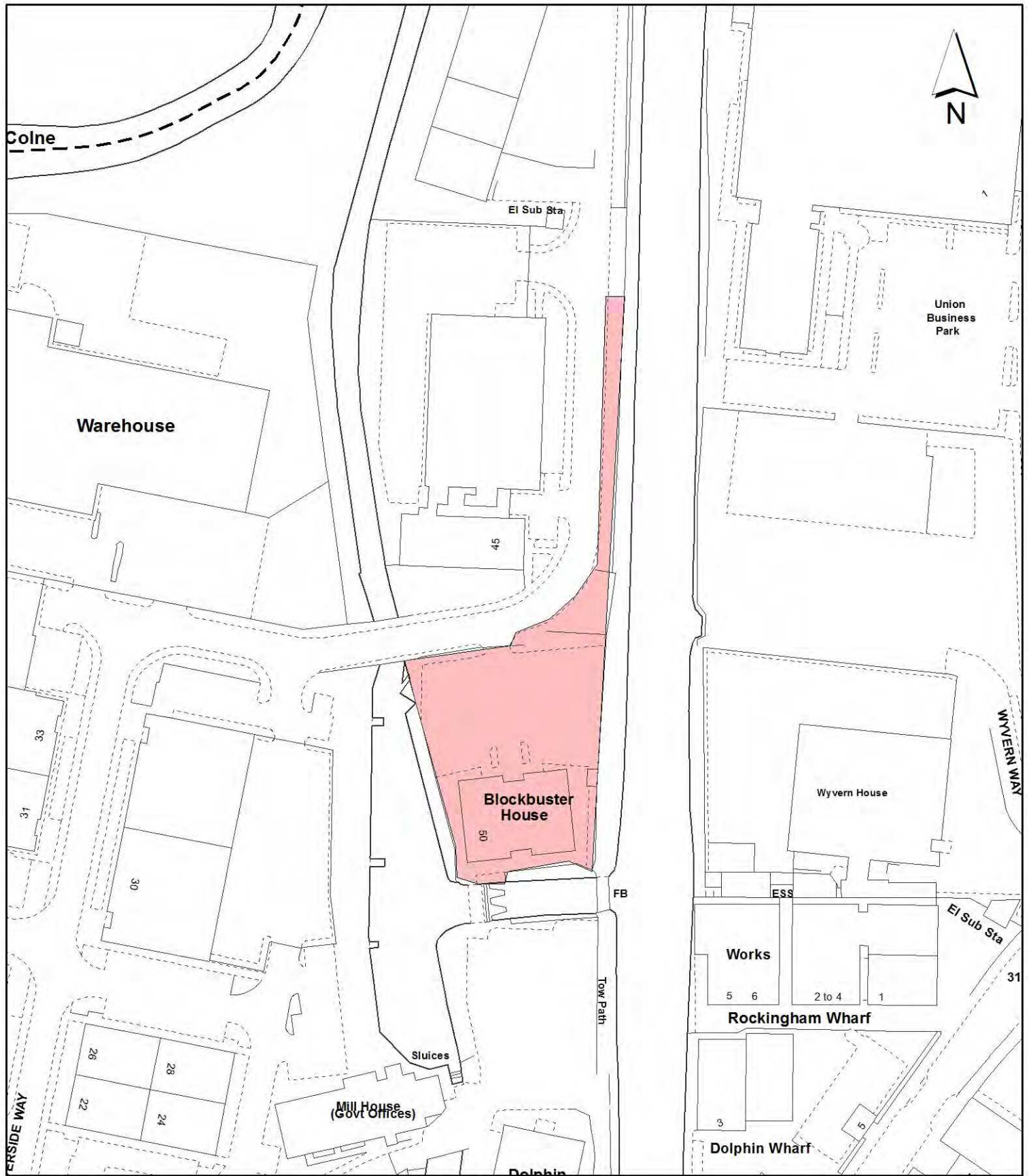
- Materials
- A. Yellow brickwork (main) etc.
 - B. Red brickwork (main) etc.
 - C. Light grey concrete
 - D. White stone cladding panels
 - E. Red brickwork (main) etc.
 - F. White stone cladding panels
 - G. Red brickwork (main) etc.
 - H. Red brickwork (main) etc.

Westgate House, 37-41 Castle Street, Hertford, Herts SG14 1HH
 Tel: 01992 552173 Fax: 01992 587643
 Email: info@hertfordplanning.co.uk
 www.hertfordplanning.co.uk

hps Hertford Planning Service

Client: Westgate House, 37-41 Castle Street, Hertford, Herts SG14 1HH
 Project: Upgrade of entrance to Westgate House, 37-41 Castle Street, Hertford, Herts SG14 1HH
 Drawing: Elevations, New Units Alternative
 Date: 12/10/16
 Scale: 1:100
 Sheet: 629 A1
 Drawn: mrsn

12349-P-105-G



Notes:

 Site boundary

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Site Address:

**Weir House
 Riverside Way**

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

Planning Application Ref:
43495/APP/2016/1498

Scale:
1:1,250

Planning Committee:
Major Page 141

Date:
April 2017



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

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Scale 1: 1250 @ A3

No.	Date	Description	By
1	11/05/16	For Revision	CH
2	11/05/16	For Approval	CH
3		Disapproval	AW

TITAN PROPERTY DEVELOPMENTS

PROJECT
1 STATION APPROACH,
RUISLIP

TITLE
SITE LOCATION PLAN

FOR PLANNING

PREPARED BY	CH	CHECKED BY	AW
SCALE	1 : 1250 @ A3		
DATE	11/05/16		

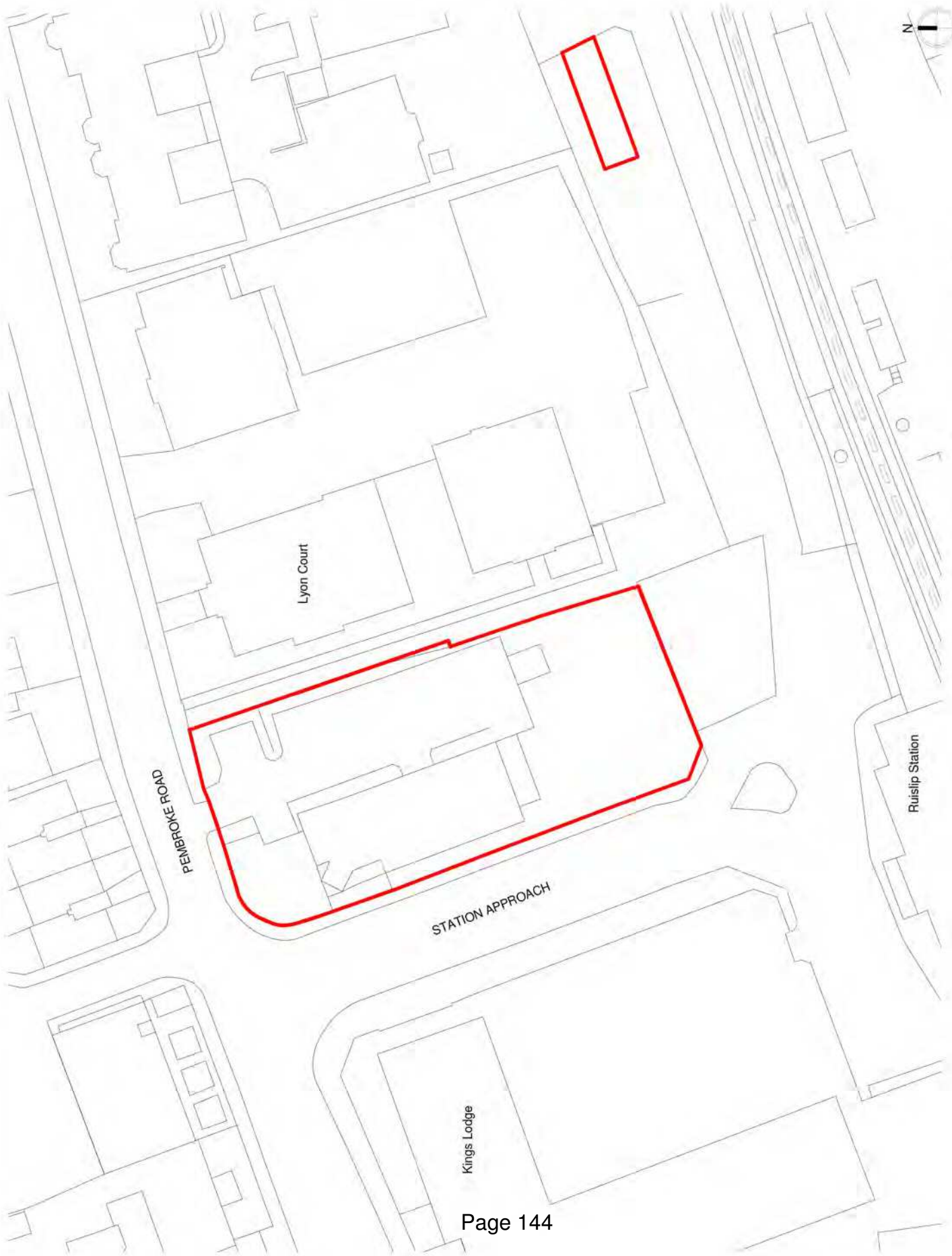


Local Planning, Urban and Buildings
LONDON, WCL1Y 7TZ
+44 (0) 20 7654 3022, e: wcec@wcec.co.uk, www.wcec.co.uk

DRAWING NUMBER	PL-01	REV	B
DWG NO.	15-271		

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The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of responsibility. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of leadership. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of excellence. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of innovation. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of creativity. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of imagination. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of vision. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of passion. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of dedication. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of commitment. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of loyalty. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of respect. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of kindness. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of compassion. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of empathy. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of understanding. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of tolerance. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of patience. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of forgiveness. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of grace. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of mercy. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of love. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of hope. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of faith. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of trust. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of confidence. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of belief. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of conviction. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of conviction. The contractor shall be responsible for ensuring that the works are carried out in a manner that is consistent with the highest standards of conviction.



No	Date	Description	By
1	11/05/16	FOR PERMIT	AW
2	11/05/16	FOR PERMIT	AW
3	11/05/16	FOR PERMIT	AW



PROJECT
1 STATION APPROACH,
RUISLIP

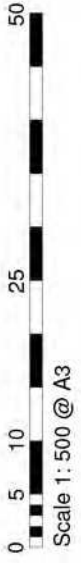
TYPE
SITE PLAN

FOR PLANNING

PROJECT	CH	DRAWN	AW
SCALE	1 : 500 @A3		
DATE	11/05/16		

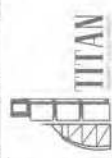
wcec architects
 Local Building, Local Firm Buildings
 London, W14 7PZ
 t: 020 388 0023, e: info@wcec.co.uk, www.wcec.co.uk

REF NO	15-271	DRAWING NUMBER	PL-02	REV	B
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No.	Date	Description	Dr	By	Chk
1					



1. STATION APPROACH, RUISLIP

EXISTING BUILDING ELEVATIONS

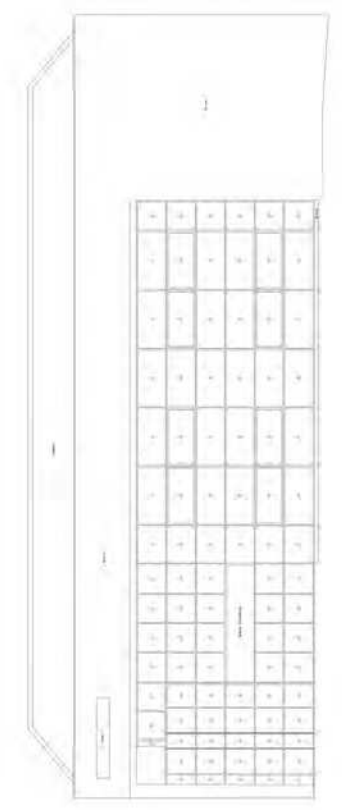
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SCALE: 1:100 @ A1

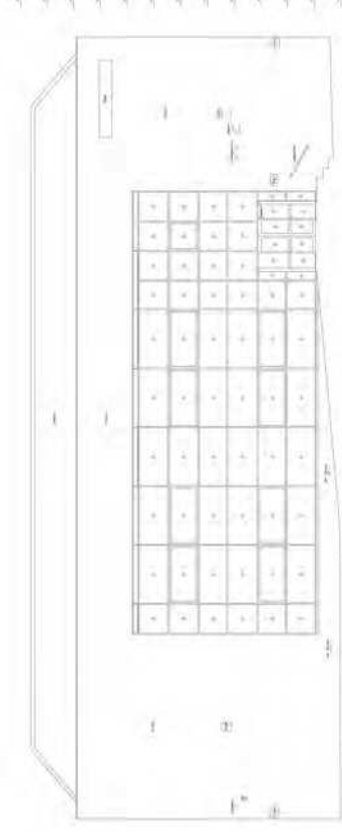
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 415.774.8888 | www.wcec.com

15-271 | P4-05 | A



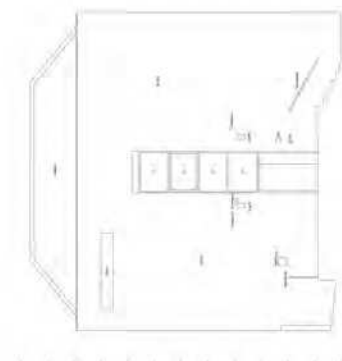
West Elevation



East Elevation



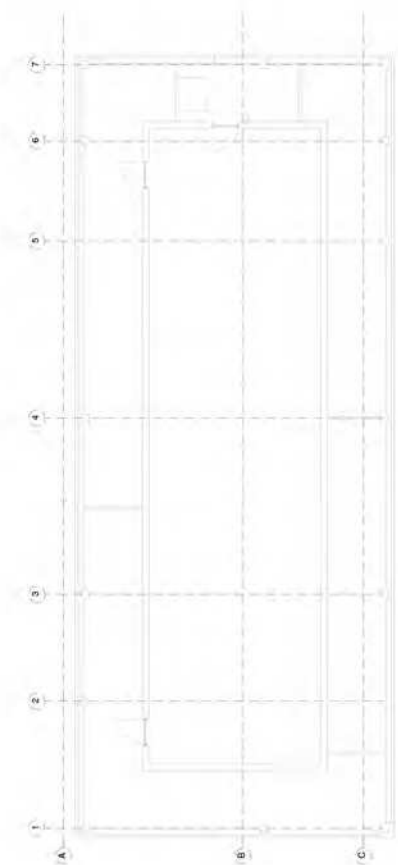
North Elevation



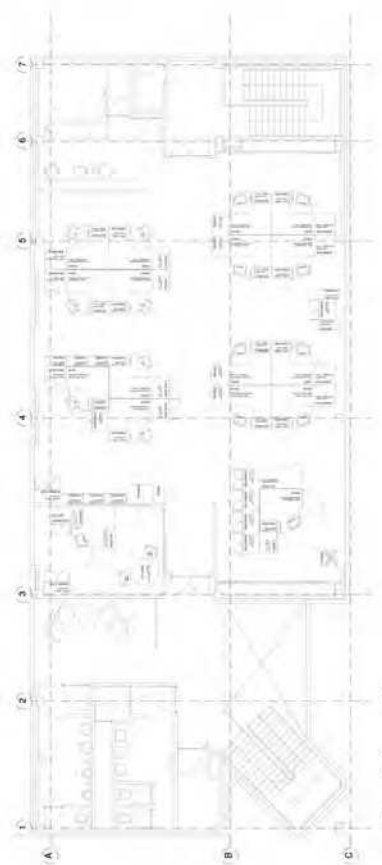
South Elevation



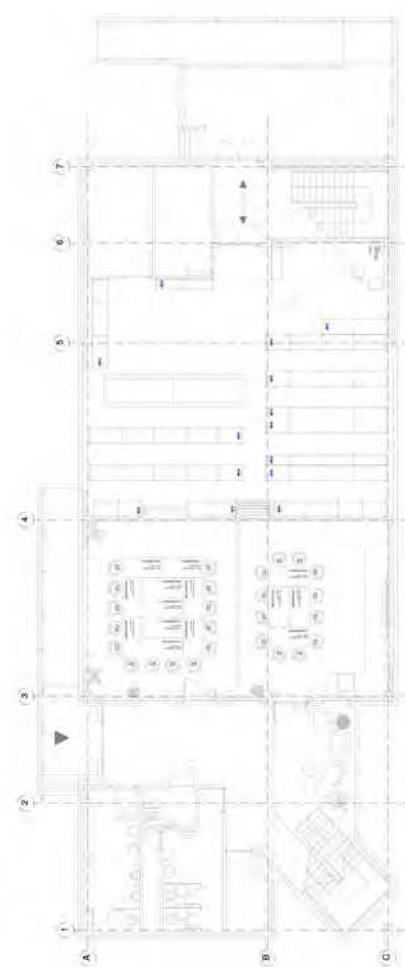
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Roof Space



First Floor Plan



Ground Floor Plan

No.	Date	Description	CH	BY	CHK
1					

TITAN

PROJECT
 1 STATION APPROACH, RUISLIP

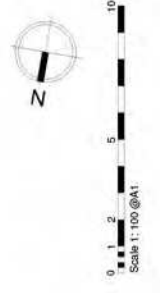
TITLE
 EXISTING BUILDING FLOOR PLANS

DATE
 11/05/16

SCALE
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wcec architects
 15-271 P1-04

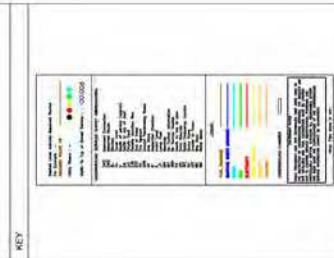
15-271 P1-04



NOTES

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2. THIS DRAWING IS TO BE USED IN CONNECTION WITH ALL RELEVANT SPECIFICATIONS AND CONTRACT DOCUMENTS (DRAWINGS AND SPECIFICATIONS).
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4. ANY DIMENSIONS NOTED OTHERWISE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

KEY



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 TV SEWER RECORDS.
- 3) SURFACE WATER EASEMENT (S/E) INDICATIVE ONLY IN ACCORDANCE WITH SEWERS FOR ADOPTION EASEMENT TABLE. EXACT EASEMENT TO BE CONFIRMED BY THAMES WATER.

Rev	Date	Description of Issue / Revision	Drawn	Check
PT	28.08.16	ISSUED FOR APPROVAL	PT	PT
PT	12.01.17	RELIABILITY ISSUE	PT	PT

BMB
 BROADBENT BUILDING MANAGEMENT
 100, THE SQUARE, LONDON, E14 9EF
 Tel: 020 7254 3322
 Fax: 020 7254 3300
 Email: info@bmb.co.uk
 Website: www.bmb.co.uk

TITAN PROPROPERTY DEVELOPMENT

STATION APPROACH RUISLIP

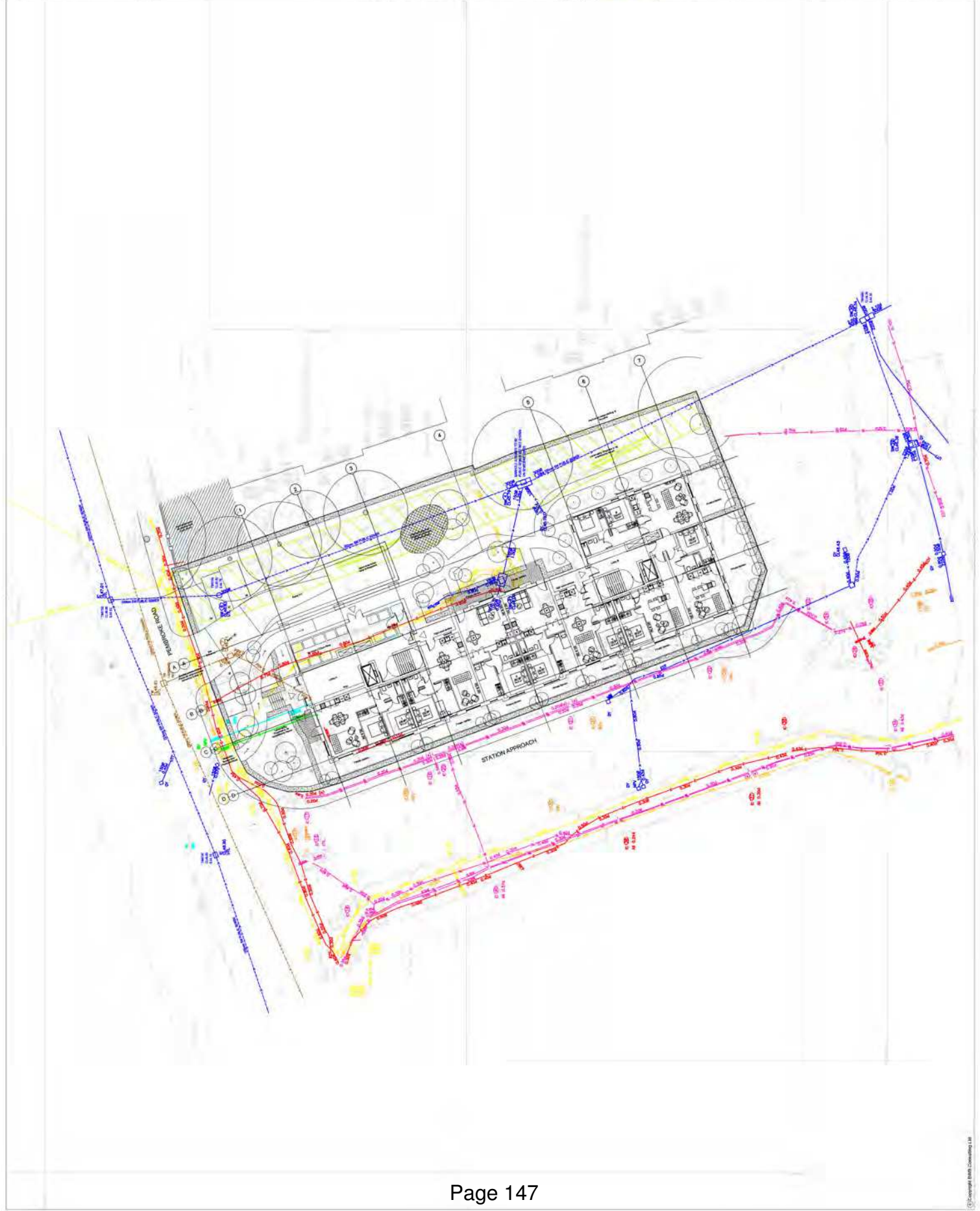
EXISTING DRAINAGE AND UTILITIES

Scale	1:100	Drawn	PT	Checked	PT
Site	A1	Drawn	PT	Checked	PT

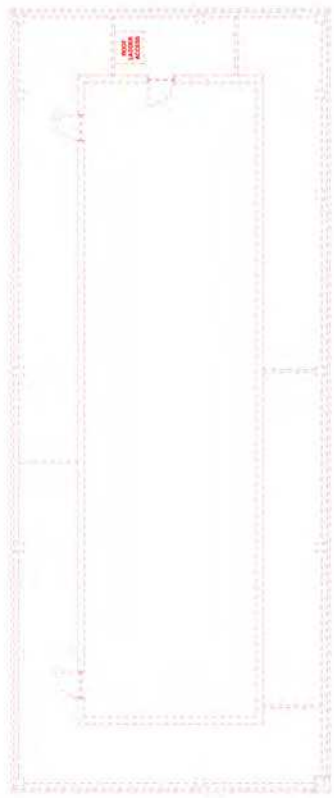
PRELIMINARY

Drawing No: **LNA/2042/500**

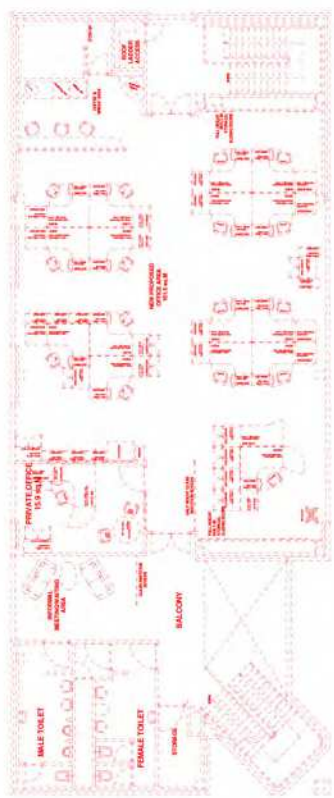
Revision: **P2**



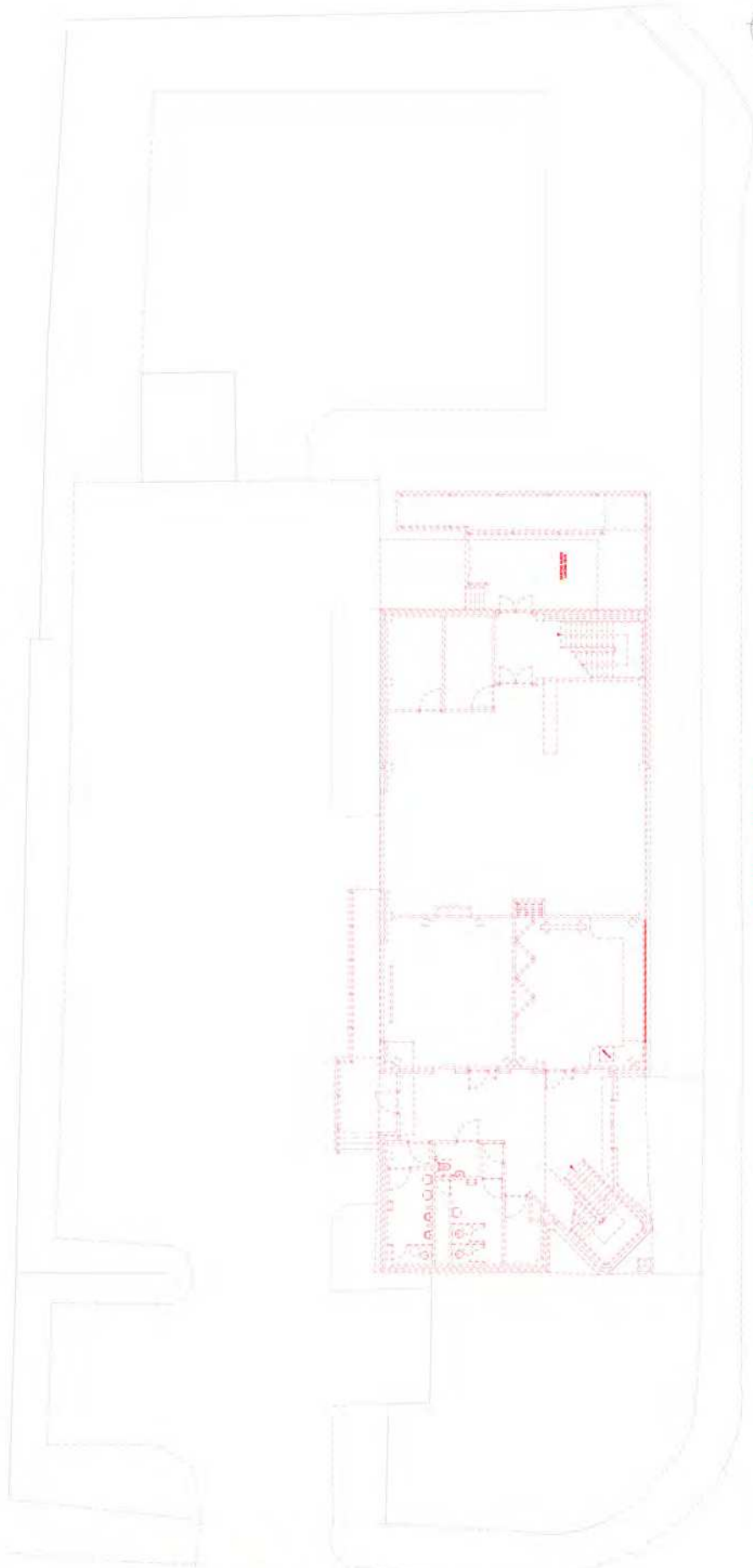
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Roof Space



First Floor Plan



Ground Floor Plan

STATION APPROACH

No.	Date	Description	CH	By	CHK
A	18/05/16	For Planning			



PROJECT
 1 STATION APPROACH, RUISLIP

TITLE
 DEMOLITION PLANS

ISSUANCE FOR
 FOR PLANNING

DRAWN BY
 CH

CHECKED BY
 AW

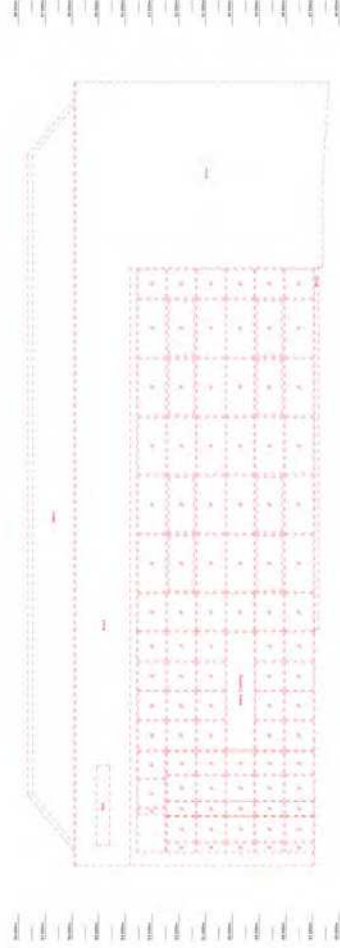
SCALE
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DATE
 11/05/16

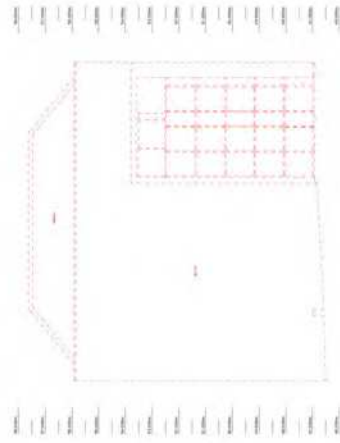
wcec architects
 15-271, DM-01, RIV A
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 15-271, DM-01, RIV A



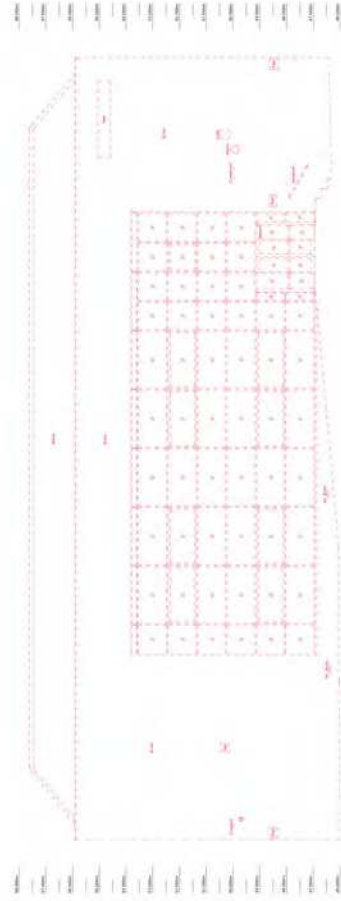
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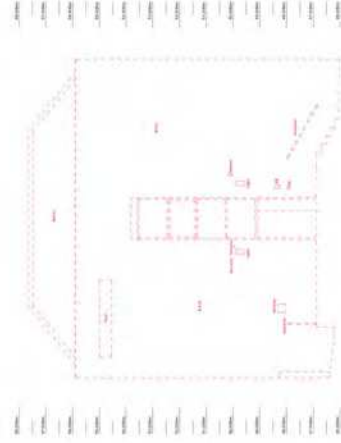
West Elevation



North Elevation



East Elevation



South Elevation



No.	Date	Description	CH	By	CHK
A	11/05/16	For Planning			



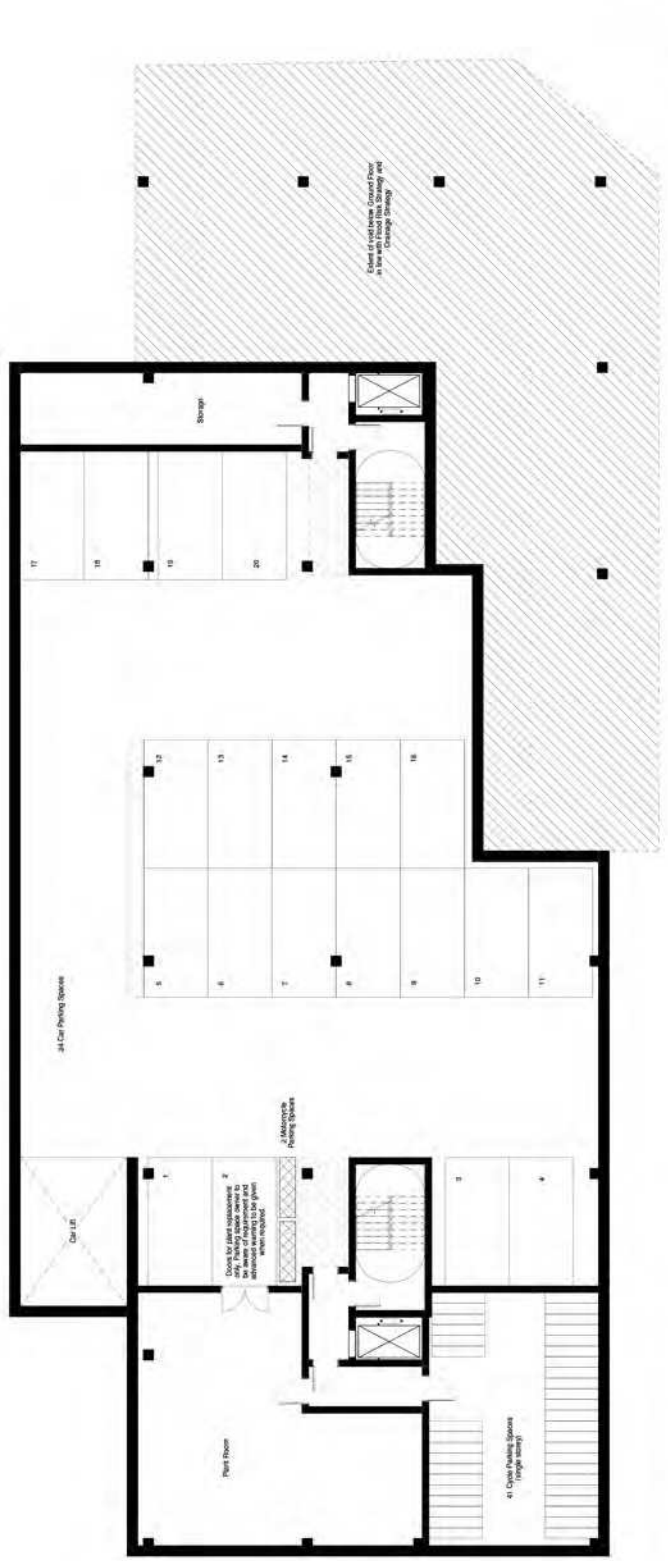
PROJECT
 1 STATION APPROACH, RUISLIP

TITLE
 DEMOLITION ELEVATIONS

DATE	BY	CHKD	APP
11/05/16	AW	AW	

wcec architects
 15-271 DM-02 A

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Key:
Studio
1B3P
2B3P
3B3P
Total Apartments
14 Apartments
12 Apartments
2 Apartments
40 Apartments

NO.	REVISION	DESCRIPTION	DATE
1		ISSUE FOR PERMIT	15/11/2024
2		ISSUE FOR PERMIT	15/11/2024
3		ISSUE FOR PERMIT	15/11/2024
4		ISSUE FOR PERMIT	15/11/2024
5		ISSUE FOR PERMIT	15/11/2024
6		ISSUE FOR PERMIT	15/11/2024
7		ISSUE FOR PERMIT	15/11/2024
8		ISSUE FOR PERMIT	15/11/2024
9		ISSUE FOR PERMIT	15/11/2024
10		ISSUE FOR PERMIT	15/11/2024
11		ISSUE FOR PERMIT	15/11/2024
12		ISSUE FOR PERMIT	15/11/2024
13		ISSUE FOR PERMIT	15/11/2024
14		ISSUE FOR PERMIT	15/11/2024
15		ISSUE FOR PERMIT	15/11/2024
16		ISSUE FOR PERMIT	15/11/2024
17		ISSUE FOR PERMIT	15/11/2024
18		ISSUE FOR PERMIT	15/11/2024
19		ISSUE FOR PERMIT	15/11/2024
20		ISSUE FOR PERMIT	15/11/2024

PROJECT: STATION APPROACH BRIDLE
PROJ. NO.: 10000000
DATE: 15/11/2024

PROJECT LEADER:
PROJECT MANAGER:
DESIGNER: 1, 101 @ A1
DATE: 15/11/2024

CONTRACT NO.: 10000000
CLIENT: 10000000
PROJECT NO.: 10000000

WHITTAM COX ARCHITECTS

15-211, PR. 07
1

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NO.	DATE	DESCRIPTION	BY	CHK
1	11/03/17	Final Design	JL	MS
2	11/03/17	Final Design	JL	MS
3	11/03/17	Final Design	JL	MS
4	11/03/17	Final Design	JL	MS
5	11/03/17	Final Design	JL	MS
6	11/03/17	Final Design	JL	MS
7	11/03/17	Final Design	JL	MS
8	11/03/17	Final Design	JL	MS
9	11/03/17	Final Design	JL	MS
10	11/03/17	Final Design	JL	MS
11	11/03/17	Final Design	JL	MS
12	11/03/17	Final Design	JL	MS
13	11/03/17	Final Design	JL	MS
14	11/03/17	Final Design	JL	MS
15	11/03/17	Final Design	JL	MS
16	11/03/17	Final Design	JL	MS
17	11/03/17	Final Design	JL	MS
18	11/03/17	Final Design	JL	MS
19	11/03/17	Final Design	JL	MS
20	11/03/17	Final Design	JL	MS

PROJECT	1 STATION APPROACH, BURLING			
TITLE	PROPOSED GROUND FLOOR PLAN			
DATE	11/03/17	SCALE	1:100 @ A1	AW
DRAWN	CH	CHECKED	AM	AW
DATE	11/03/17	SCALE	1:100 @ A1	AW
NO. 15-271	PL 001	REV	1	1



STATION APPROACH



Note:

Sheds	14 Apartments
18BP	12 Apartments
28BP	2 Apartments
Total Apartments	40 Apartments

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03-2019
 15-211

PROPOSED FIRST FLOOR PLAN
 SCALE: 1:100 @A1

PROPERTIES

No.	Date	Description	By	Chk.
1	14.03.17	Finalized layout, including landscape and parking	CK	MS
2	15.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
3	16.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
4	17.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
5	18.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
6	19.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
7	20.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
8	21.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
9	22.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
10	23.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
11	24.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
12	25.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
13	26.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
14	27.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
15	28.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
16	29.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
17	30.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
18	31.03.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
19	01.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
20	02.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
21	03.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
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25	07.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
26	08.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
27	09.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
28	10.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
29	11.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS
30	12.04.17	10/11/12/13/14/15/16/17/18/19/20 Studio	CK	MS

Scale: 1:100 @A1
 0 2 5 10



Note:
 Studio 10
 1B2P 11-13
 2B3P 14-16
 Studio 20
 Total Apartments 40

14 Apartments
 15 Apartments
 2 Apartments
 40 Apartments

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REVISIONS

No.	Date	Description	By	Ck.
1	10/15/21	Initial drawing for review and coordination	CH	AM
2	10/15/21	Revisions per comments	CH	AM
3	10/15/21	Revisions per comments	CH	AM
4	10/15/21	Revisions per comments	CH	AM
5	10/15/21	Revisions per comments	CH	AM
6	10/15/21	Revisions per comments	CH	AM
7	10/15/21	Revisions per comments	CH	AM
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48	10/15/21	Revisions per comments	CH	AM
49	10/15/21	Revisions per comments	CH	AM
50	10/15/21	Revisions per comments	CH	AM

PROJECT: 1 STATION APPROACH, BURLINGAME
DATE: 11/02/21
SCALE: 1/8" = 1'-0"



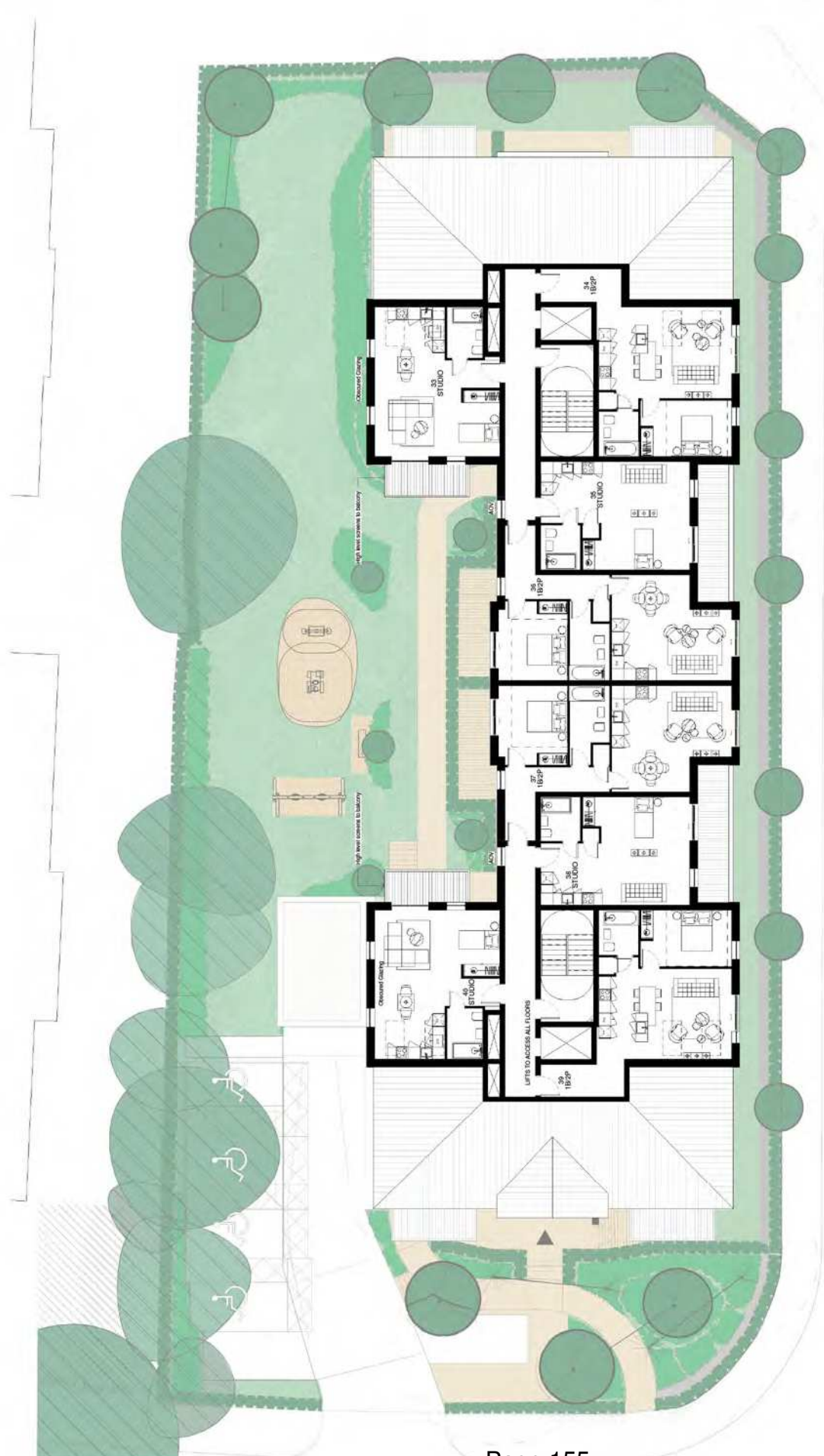
Scale 1" = 100' @ A1

0 2 5 10

PROPOSED SECOND FLOOR PLAN	
STUDIO	14
1825P	15
1826P	15
1827P	15
1828P	15
1829P	15
1830P	15
1831P	15
1832P	15
1833P	15
1834P	15
1835P	15
1836P	15
1837P	15
1838P	15
1839P	15
1840P	15
1841P	15
1842P	15
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1846P	15
1847P	15
1848P	15
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1850P	15
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1857P	15
1858P	15
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1892P	15
1893P	15
1894P	15
1895P	15
1896P	15
1897P	15
1898P	15
1899P	15
1900P	15

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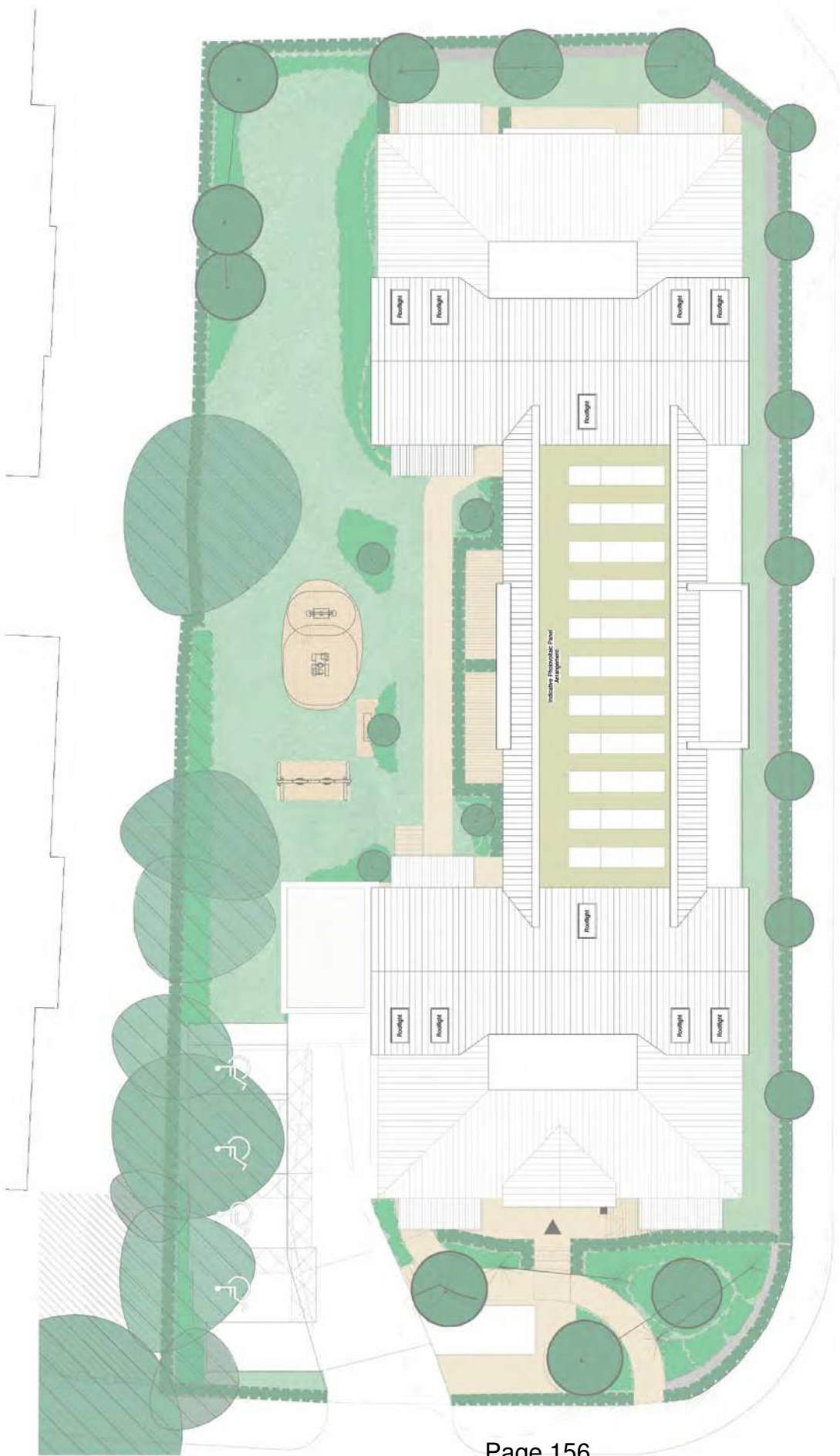
NO.	DATE	DESCRIPTION	BY	CHKD
1	15/03/17	Final design, revised and approved	WCA	WCA
2	15/03/17	Final design, revised and approved	WCA	WCA
3	15/03/17	Final design, revised and approved	WCA	WCA
4	15/03/17	Final design, revised and approved	WCA	WCA
5	15/03/17	Final design, revised and approved	WCA	WCA
6	15/03/17	Final design, revised and approved	WCA	WCA
7	15/03/17	Final design, revised and approved	WCA	WCA
8	15/03/17	Final design, revised and approved	WCA	WCA
9	15/03/17	Final design, revised and approved	WCA	WCA
10	15/03/17	Final design, revised and approved	WCA	WCA
11	15/03/17	Final design, revised and approved	WCA	WCA
12	15/03/17	Final design, revised and approved	WCA	WCA
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14	15/03/17	Final design, revised and approved	WCA	WCA
15	15/03/17	Final design, revised and approved	WCA	WCA
16	15/03/17	Final design, revised and approved	WCA	WCA
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36	15/03/17	Final design, revised and approved	WCA	WCA
37	15/03/17	Final design, revised and approved	WCA	WCA
38	15/03/17	Final design, revised and approved	WCA	WCA
39	15/03/17	Final design, revised and approved	WCA	WCA
40	15/03/17	Final design, revised and approved	WCA	WCA

DRAWN		CH	CHECKED	AW
DATE		11/03/2017		
PROJECT: 1 STATION APPROACH, RUSLIP				
TITLE: PROPOSED THIRD FLOOR PLAN				
DRAWING STATUS: P/ARCH/05				
SCALE: 1:100 @A1				
DATE: 11/03/2017				
15-271, Rg-11, 1st Fl. Whittam Cox Architects 15-271, Rg-11, 1st Fl. Whittam Cox Architects				

0 1 2 3 4 5 10
 Scale 1:100 @A1

14 Apartments
 15 Studios
 2 Studios
 2 Studios
 40 Apartments
 Total Apartments

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CLIENT: STATION PROPERTIES

PROJECT: 1 STATION APPROACH, RUSLIP

TITLE: PROPOSED ROOF PLAN

DATE: 11/07/20

SCALE: 1:100 @A1

DRAWN: CH

CHECKED: AW

NO. 15-271

REV. 1

DATE: 11/07/20

BY: CH

CHK: AW



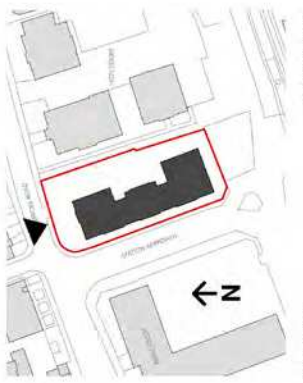
No. of:
 Studios 14 Apartments
 18 BGP 12 Apartments
 28 SUP 2 Apartments
Total Apartments 40 Apartments

Whittam Cox
 ARCHITECTS
 15-271, RUSLIP, UTT
 02030 802 879
 02030 802 879
 www.whittamcox.com

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0 1 2 3 4 5 10
 Scale 1:100 @A1



Site Plan
 1:1000@A1

PROJECT		1 STATION APPROACH, RIBULP
TITLE		PROPOSED NORTH ELEVATION
DRAWN		CH
CHECKED		JM
SCALE		As Indicated @ A1
DATE		11/03/2024

DESCRIPTION		DATE	BY	CHKD
1. STATION APPROACH, RIBULP				

REVISIONS		DATE	BY	CHKD
1.	PROPOSED NORTH ELEVATION			

DRWING	DATE	BY	CHKD
11/03/2024			

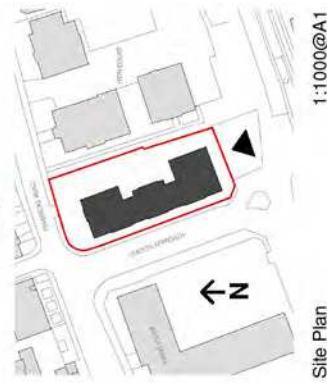
DATE		BY	CHKD
11/03/2024			

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1. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
2. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
3. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
4. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
5. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
6. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
7. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
8. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
9. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15
10. 15.03.17 Approved for Construction, subject to the following conditions: (1) Aerial photograph of the site. (2) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (3) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure. (4) Aerial photograph of the site, showing the proposed building footprint and the location of all existing and proposed infrastructure.		CH	15

Scale 1:100 @A1



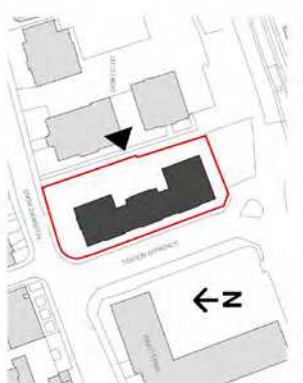
Site Plan 1:1000@A1

PROJECT: 3 STATION APPROACH, BIRLEP	
TITLE: PROPOSED SOUTH ELEVATION	
DRAWING STATUS: PLANNING	
DRAWN: CH	CHECKED: JMW
SCALE: As Indicated @ A1	
DATE: 11/03/20	
Whittam Cox Architects	
OUR NO: 15-221	REV: 1

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NO.	DATE	DESCRIPTION	BY	CHKD
1	11/23/21	Initial design, layout and elevation	CP	CP
2	11/23/21	Revisions to elevation drawing	CP	CP
3	11/23/21	Revisions to elevation drawing	CP	CP
4	11/23/21	Revisions to elevation drawing	CP	CP
5	11/23/21	Revisions to elevation drawing	CP	CP
6	11/23/21	Revisions to elevation drawing	CP	CP
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48	11/23/21	Revisions to elevation drawing	CP	CP
49	11/23/21	Revisions to elevation drawing	CP	CP
50	11/23/21	Revisions to elevation drawing	CP	CP



Site Plan
1:1000@A1

PROJECT:	1 STATION APPROACH, RIBBUP
TITLE:	PROPOSED EAST ELEVATION
DRAWING STATUS:	PANORAMA
DRAWN:	CH
CHECKED:	AM
SCALE:	As Indicated @ A1
DATE:	11/02/2021
CLIENT:	Whittam Cox Architects
ADDRESS:	15-231, Pg. 15
DATE:	11/23/21

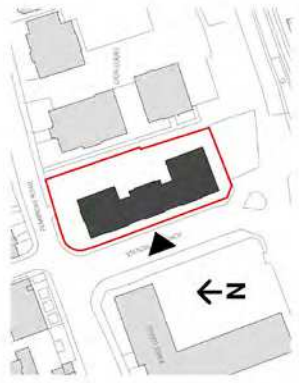
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LYON COURT ROOF LEVEL 6.5MM ADD HIGHEST RIDGE

No.	Title	Description	DT	BY	CHK
1	18.04.17	Issued for Construction	01		
2	18.04.17	Issued for Construction	01		
3	18.04.17	Issued for Construction	01		
4	18.04.17	Issued for Construction	01		
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8	18.04.17	Issued for Construction	01		
9	18.04.17	Issued for Construction	01		
10	18.04.17	Issued for Construction	01		

Scale 1:100 @A1



Site Plan
1:1000@A1

PROPOSED WORK ELEVATION

STATION APPROACH, RIDGEP

DATE: 11/09/16

CHECKED: AW

DATE: 11/09/16

PROJECT: 15-271

DATE: 11/09/16

SCALE: 1/32" = 1'-0"

Whittam Cox
ARCHITECTS

15-271 1/3



LIVON COURT ROOF LEVEL @ 1.8MM ADD HIGHEST RIDGE.

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Scale 1:100 @A1

Site Plan

1:1000@A1

TITAN

PROJECT: 1 STATION APPROACH, RUISLIP

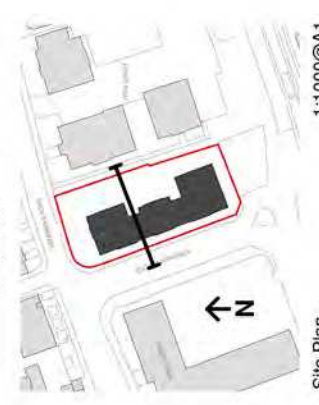
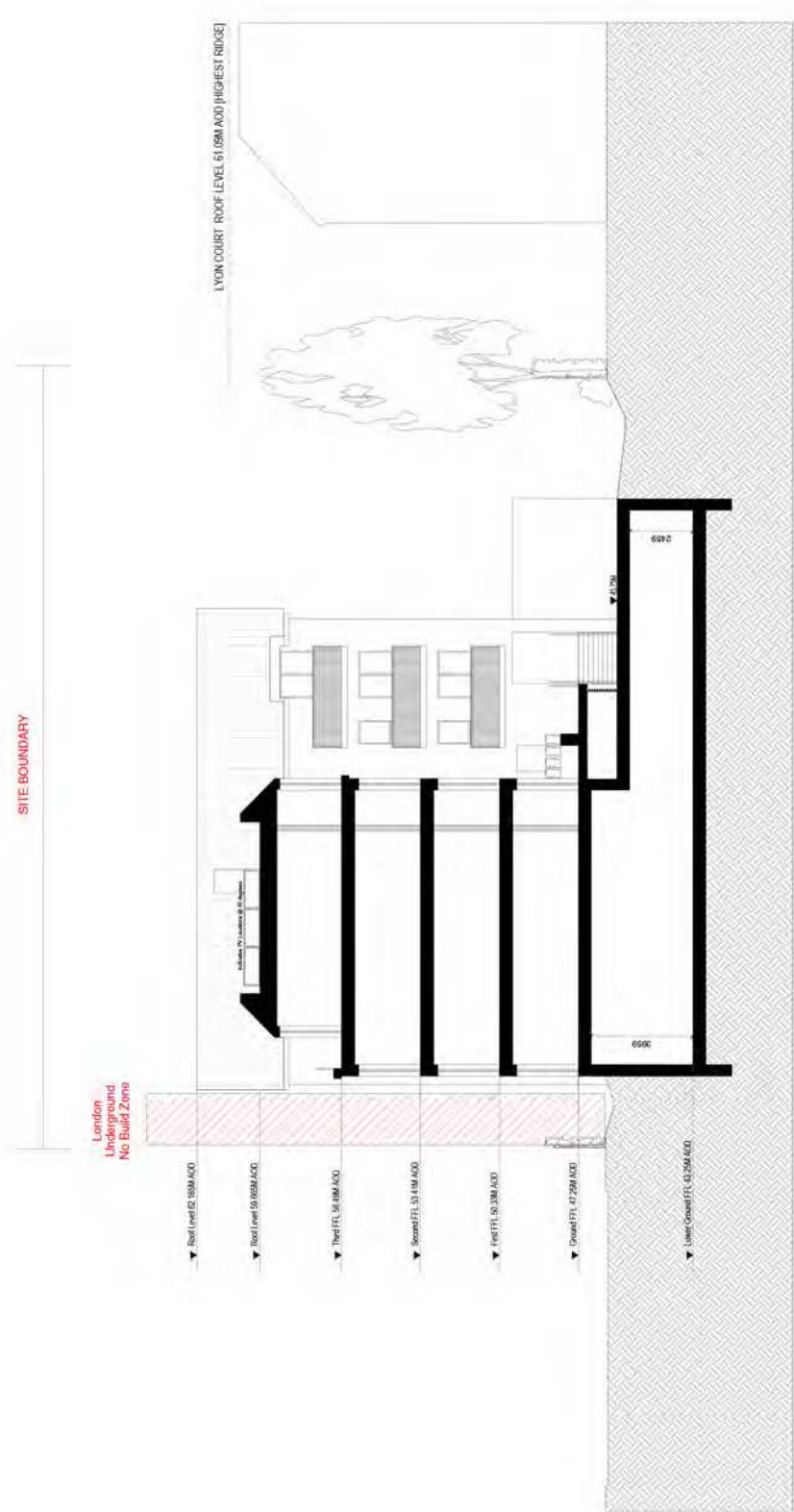
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 SCALE: As indicated @ A1
 DATE: 02/03/17

wcec architects

40th Floor, South Tower Building, 80 Queen Victoria Road, Canary Wharf, London E14 5QL, UK
 Tel: +44 (0)20 7654 4500 | Fax: +44 (0)20 7654 4501 | www.wcc.ae

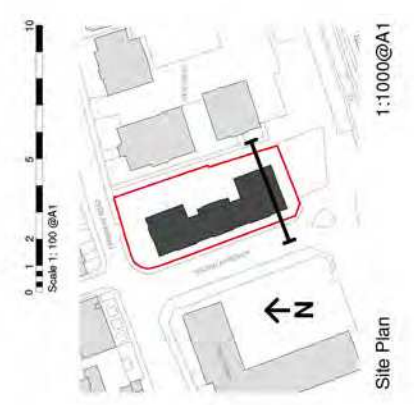
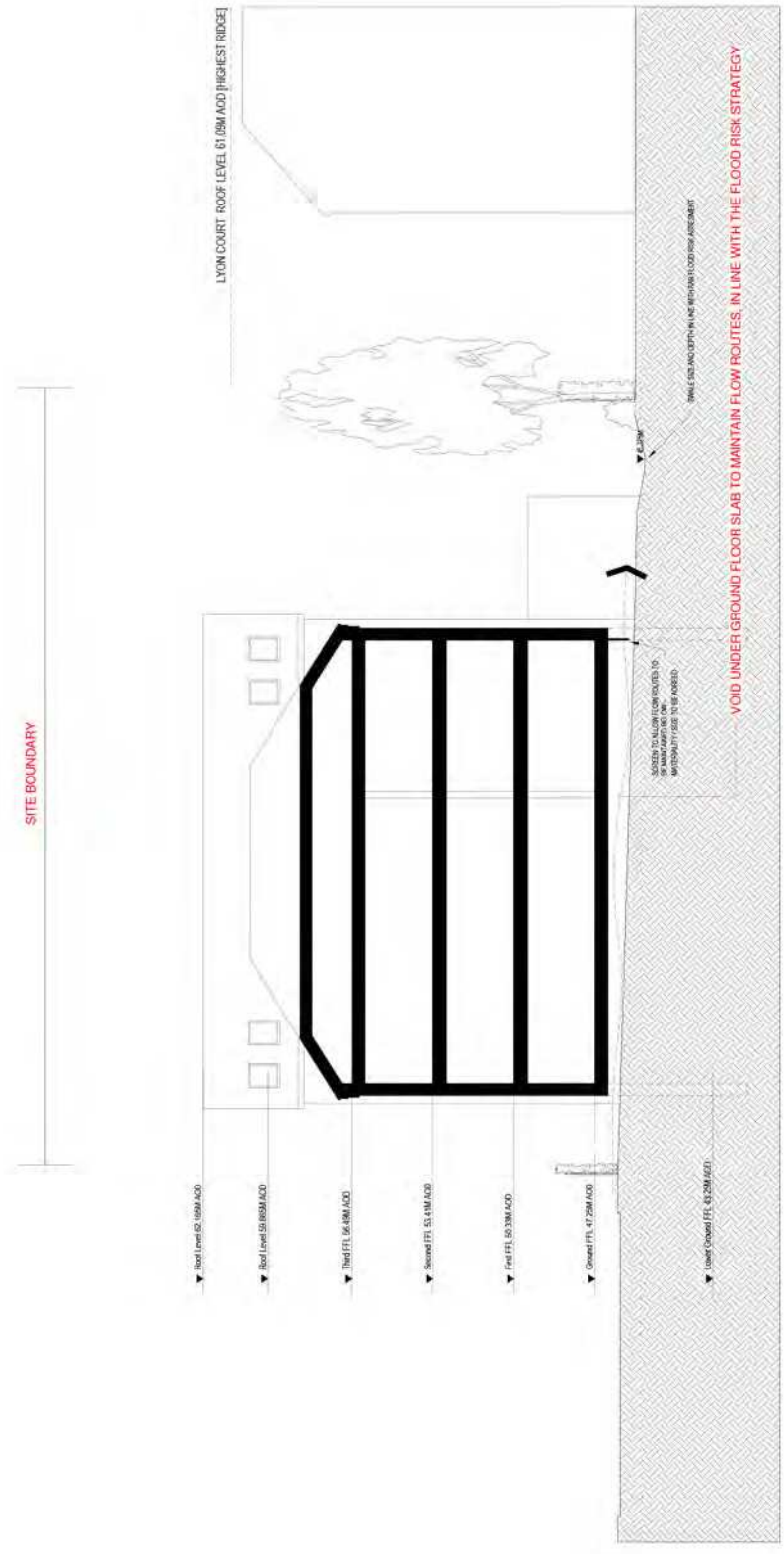
ARCH NO: [Blank] DRAWING NO: [Blank] REV: [Blank]
 15-271 PL-24

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NO.	DESCRIPTION	DATE	BY
01	ISSUE 01 - Preparation of drawings for planning application	02/10/18	AW
02	ISSUE 02 - Submission of drawings for planning application	02/10/18	AW
03	ISSUE 03 - Submission of drawings for planning application	02/10/18	AW
04	ISSUE 04 - Submission of drawings for planning application	02/10/18	AW
05	ISSUE 05 - Submission of drawings for planning application	02/10/18	AW
06	ISSUE 06 - Submission of drawings for planning application	02/10/18	AW
07	ISSUE 07 - Submission of drawings for planning application	02/10/18	AW
08	ISSUE 08 - Submission of drawings for planning application	02/10/18	AW
09	ISSUE 09 - Submission of drawings for planning application	02/10/18	AW
10	ISSUE 10 - Submission of drawings for planning application	02/10/18	AW
11	ISSUE 11 - Submission of drawings for planning application	02/10/18	AW
12	ISSUE 12 - Submission of drawings for planning application	02/10/18	AW
13	ISSUE 13 - Submission of drawings for planning application	02/10/18	AW
14	ISSUE 14 - Submission of drawings for planning application	02/10/18	AW
15	ISSUE 15 - Submission of drawings for planning application	02/10/18	AW
16	ISSUE 16 - Submission of drawings for planning application	02/10/18	AW
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18	ISSUE 18 - Submission of drawings for planning application	02/10/18	AW
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48	ISSUE 48 - Submission of drawings for planning application	02/10/18	AW
49	ISSUE 49 - Submission of drawings for planning application	02/10/18	AW
50	ISSUE 50 - Submission of drawings for planning application	02/10/18	AW

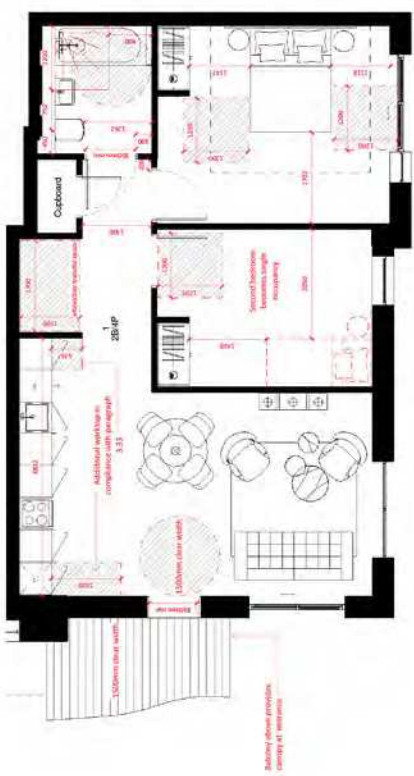
PROJECT:	STATION APPROACH BUILDUP
TITLE:	PROPOSED SECTION A-A
DRAWN:	DN
CHECKED:	AW
SCALE:	As Indicated @ A1
DATE:	11/09/2018
CLIENT:	Whittam Cox Architects
ADDRESS:	15-21, F1, 2/F
CONTACT:	0200 880 810
WEBSITE:	whittamcox.com



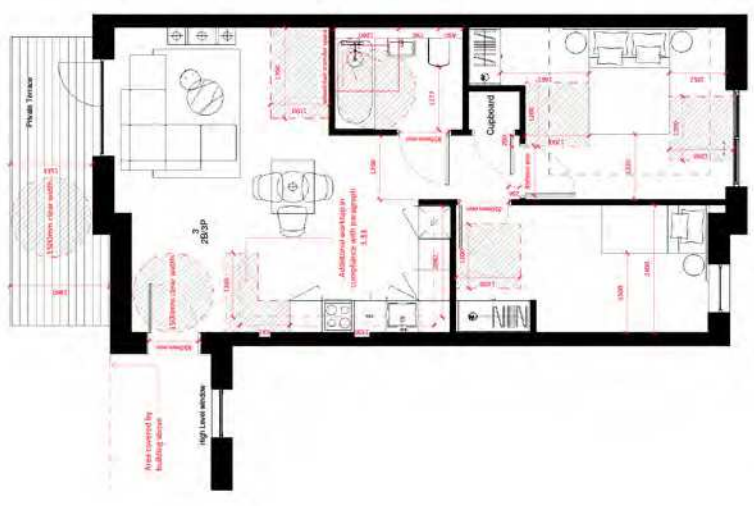
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9	15/11/2018	Issue for client review	AW	AW
10	15/11/2018	Issue for client review	AW	AW

NO.	DATE	DESCRIPTION	BY	CHK
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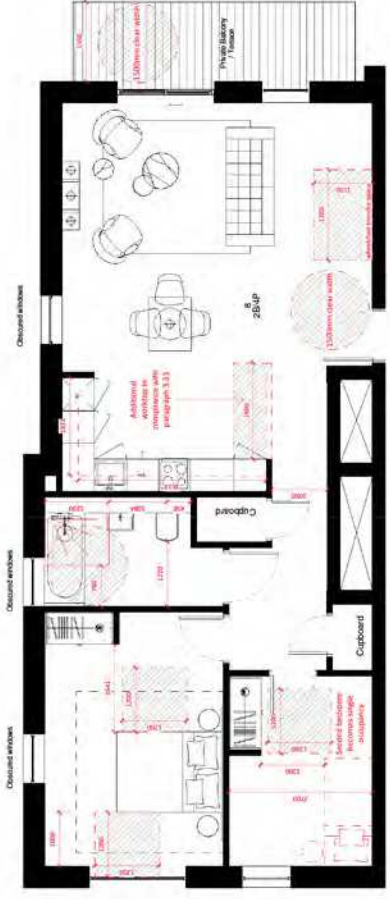
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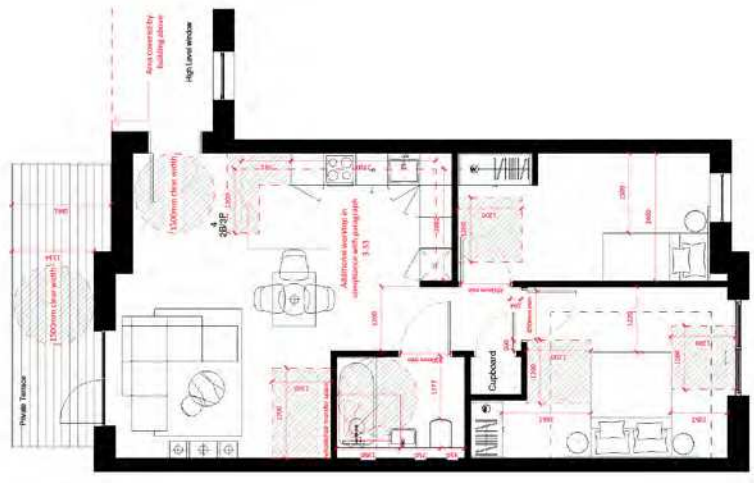
Apartment 01 Adaptability Plan
 1:50



Apartment 03 Adaptability Plan
 1:50



Apartment 08 Adaptability Plan
 1:50



Apartment 04 Adaptability Plan
 1:50



M4 (3) Apartment Key Plan
 1:500

NO.	DATE	DESCRIPTION	BY	CHKD
1	2023.11.17	Final Drawing	WCA	WCA
2	2023.11.27	Issue for approval	WCA	WCA

CLIENT
 WILSON PROPERTIES

PROJECT
 1 STATION APPROACH BUILDUP

TYPE
 CONSTRUCTION DRAWING

COMPLIANCE PLAN

ISSUE DATE
 2023.11.27

PROJECT NO.
 WCA/2023/11/27

CLIENT NO.
 WCA/2023/11/27

PROJECT NAME
 1 STATION APPROACH BUILDUP

DATE
 2023.11.27

SCALE
 1:500

DESIGNER
 Whittam Cox Architects

PROJECT NO.
 WCA/2023/11/27

CLIENT NO.
 WCA/2023/11/27

PROJECT NAME
 1 STATION APPROACH BUILDUP

DATE
 2023.11.27

SCALE
 1:500

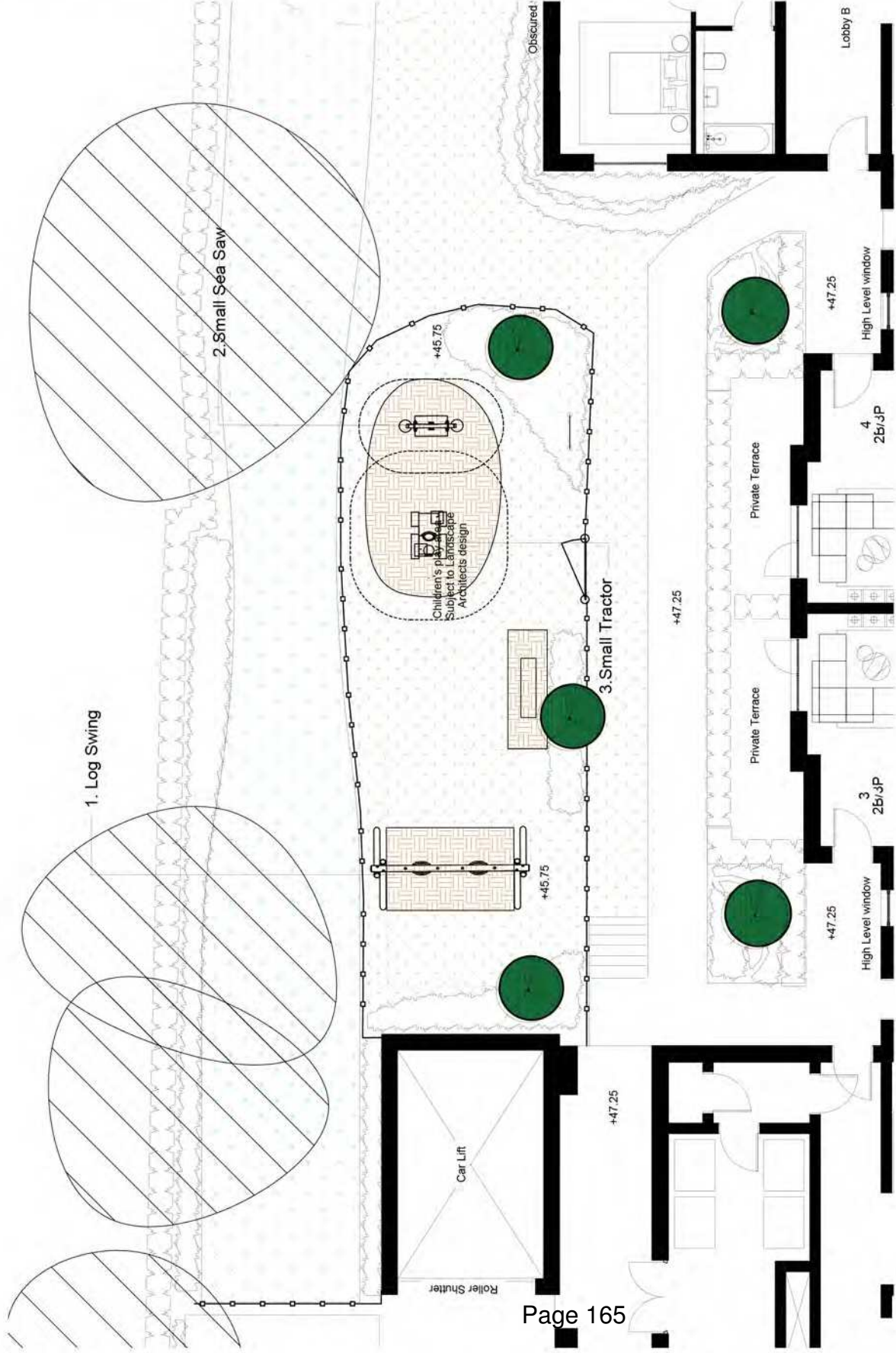
DESIGNER
 Whittam Cox Architects



NOTES:
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 No Dimensions to be scaled from this drawing



Proposed Bench
 Product: Regent Seat
 Company: Wicksteed
 Ref: 6120-039



REV	DATE	NOTE	Drawn	CHKD
F	08.03.17	Updated to new site layout	CW	CW
E	05.12.16	Updated to new site layout	CW	CW
D	24.11.16	Updated to new site layout	SFB	CW
C	17.08.16	Updated to architects comments	CW	AM
B	17.08.16	Updated to architects comments	CW	AM
A	31.05.16	Updated to architects comments	CW	AM

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	REVISION NUMBER	REVISION
5695/ ASP2	F		

Based on Architects drawing no. Ruislip PL DWG Plans



3. Small Tractor
 Company: Timber Play
 Range: Very Young
 Product Code: 424005



2. Small Seesaw
 Supplier: Timber Play
 Product Code: 611700



1. 1.8m Log Swing Cradle Seat
 Company: Wicksteed
 Range: Timber Swings
 Product Code: SLW18C



Proposed Play Sign



Proposed Play Bark

- KEY:
- Existing Trees
 - Trees Removed
 - Existing Shrubs
 - Proposed Trees
 - Proposed Hedge
 - Proposed Shrubs
 - Proposed Seating

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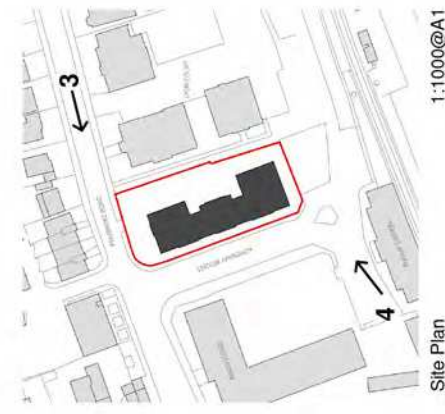
PROJECT	1 STATION APPROACH, RUISSLIP	
DATE	11/01/20	
SCALE	1:1000 @ A1	
CHECKED	AMW	
DRAWN	CH	
DATE	11/01/20	
DESCRIPTION	DISCREPANCIES	
NO.	BY	CHKD
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ARTISTS IMPRESSION 3 - View from Pembroke Road

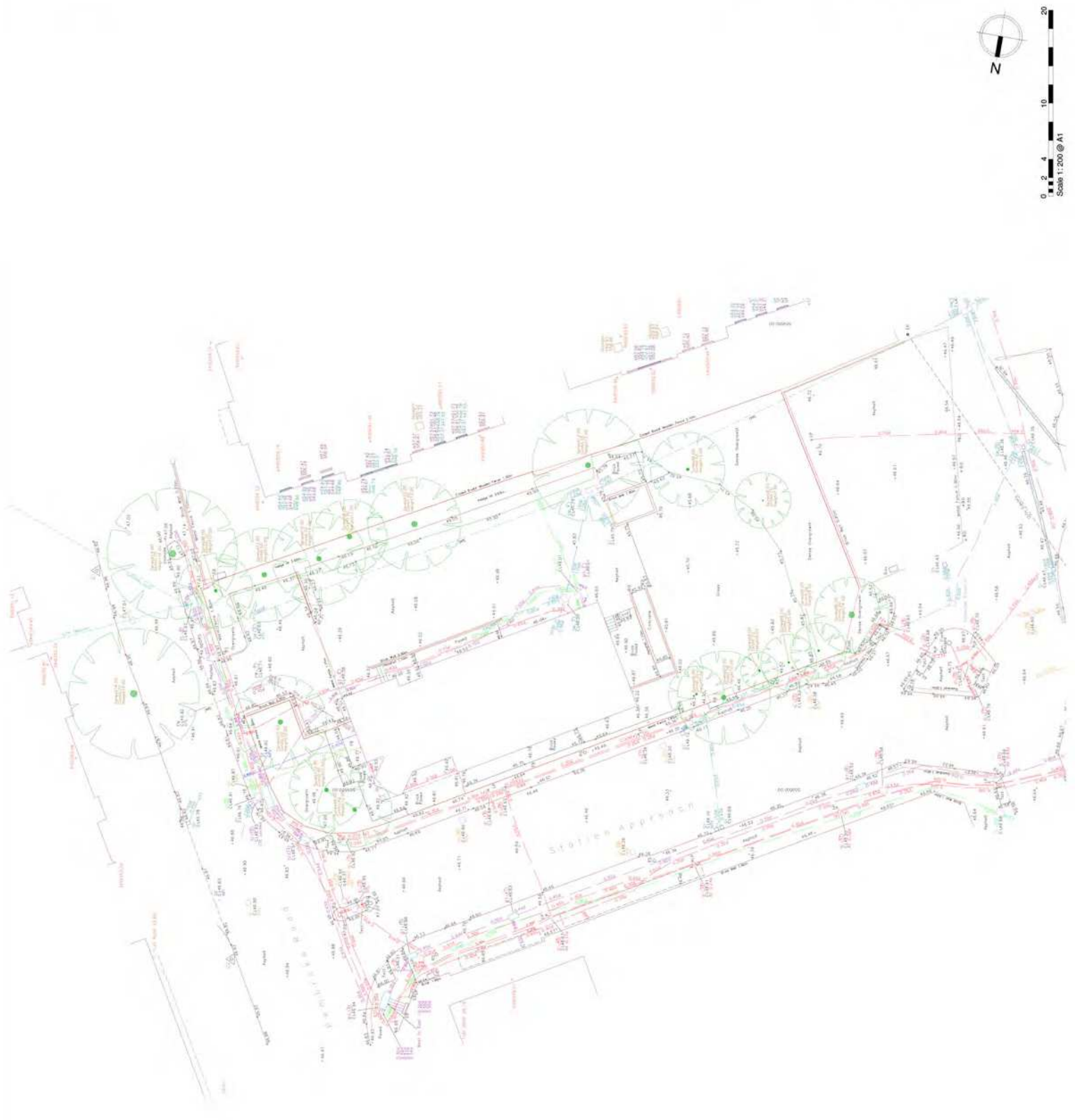


ARTISTS IMPRESSION 4 - View from Ruislip Station 2



Site Plan
1:1000@A1

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No.	Date	Description	CH	BY	CHK
A	11/09/16	For Planning			



PROJECT
1 STATION APPROACH, RUISLP

THIS
EXISTING TOPOGRAPHICAL SURVEY

DATE	BY	CHK
11/09/16	AW	AW

SCALE: 1:200 @ A1

wcec architects
 15271 RUISLP RD, SUITE 100
 RUISLP, TEXAS 75080
 TEL: 972.241.1111
 WWW.WCEC.ARCHITECTS.COM

DATE: 11/09/16
 DRAWN BY: AW
 CHECKED BY: AW
 SCALE: 1:200 @ A1

PROJECT NO: 15-271
 SHEET NO: P-03
 REV: A



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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- 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.

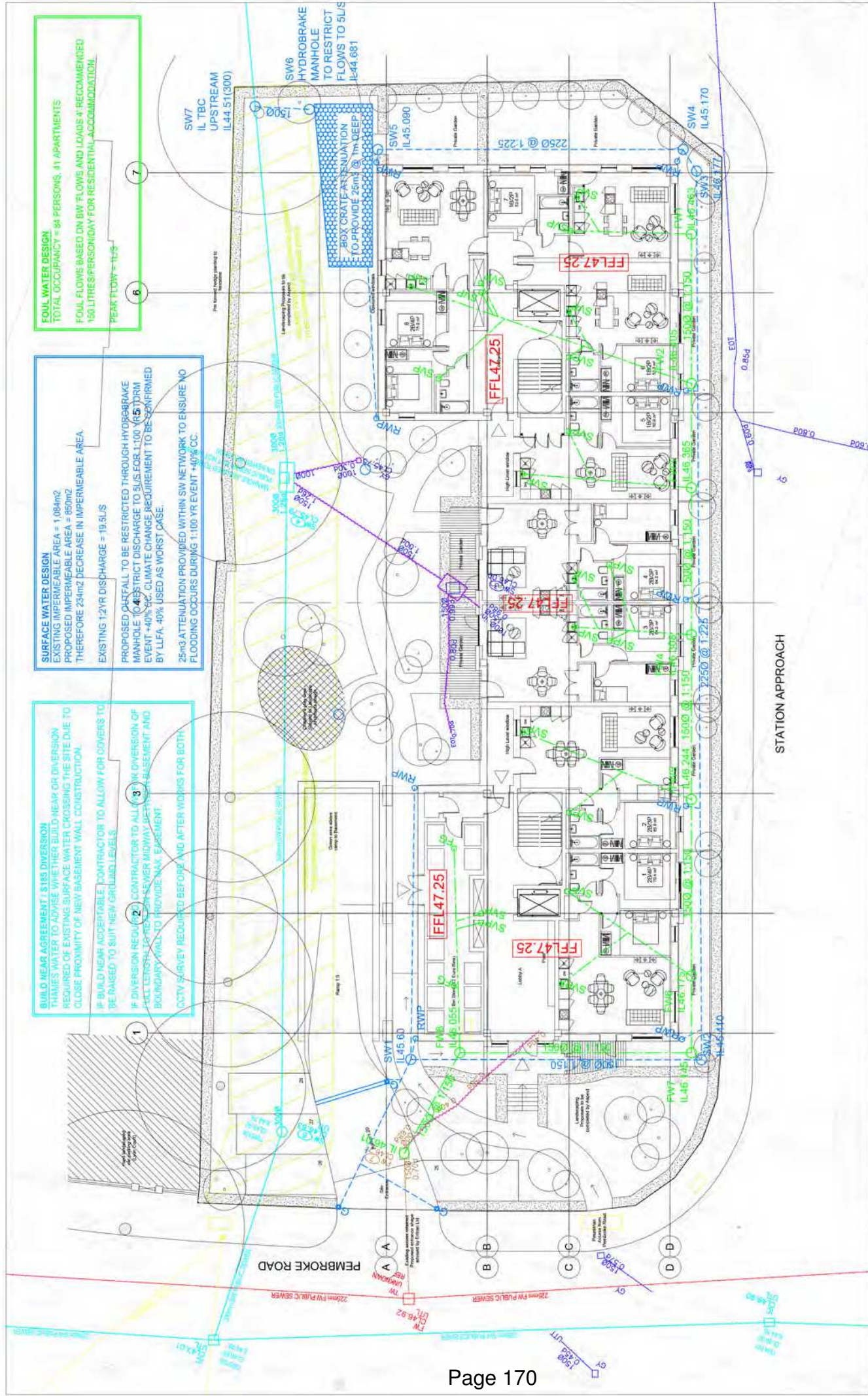


PROPERTIES	
NO.	1
NO.	2
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NO.	100

STATION APPROACH

Scale 1:100 @A1

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

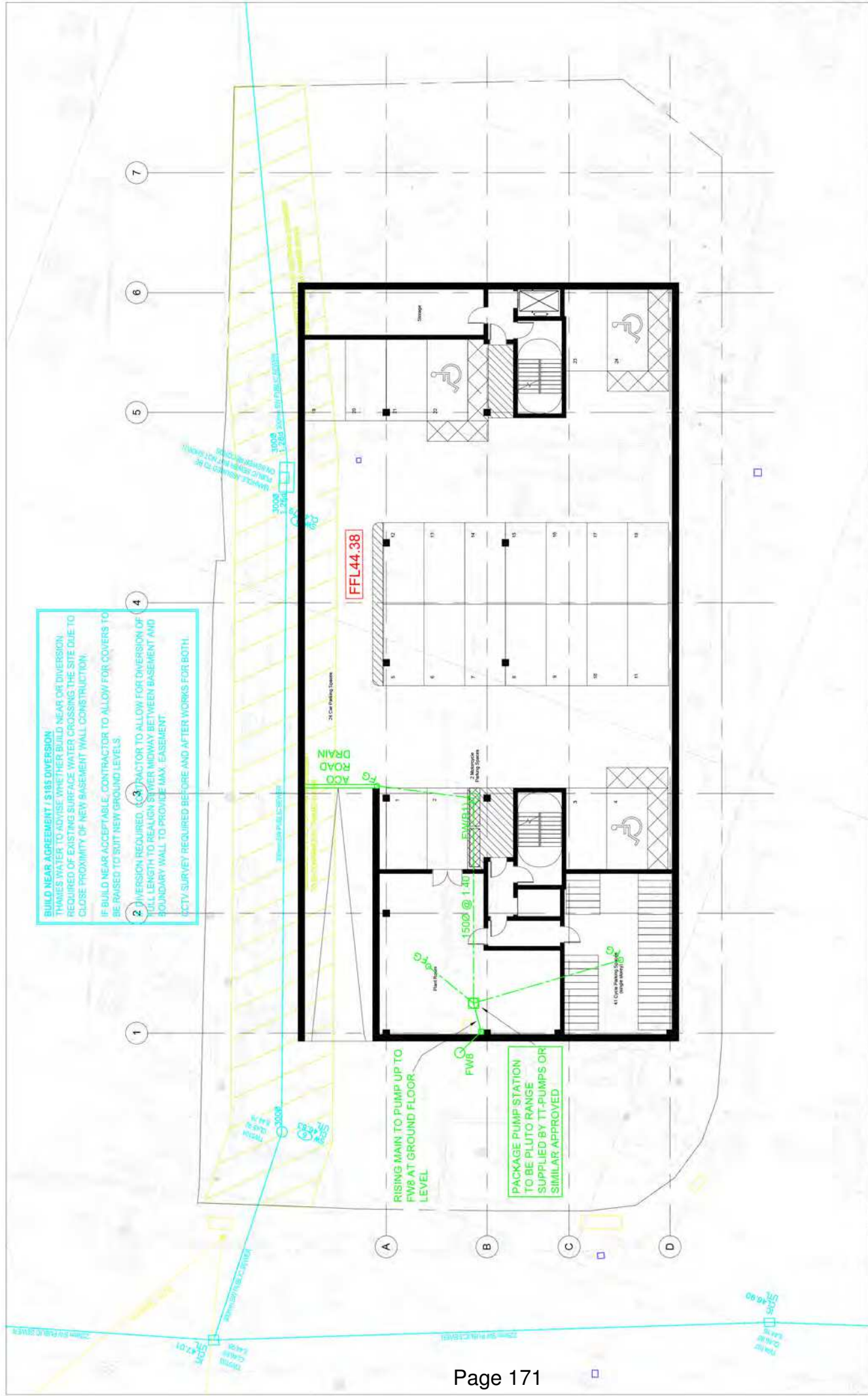


FOUL WATER DESIGN
 TOTAL OCCUPANCY = 64 PERSONS, 41 APARTMENTS
 FLOOR FLOWS BASED ON BW FLOWS AND LOADS 4 RECOMMENDED
 150LITRES/PERSON/DAY FOR RESIDENTIAL ACCOMMODATION
 PEAK FLOW = 14.5

SURFACE WATER DESIGN
 EXISTING IMPERMEABLE AREA = 1,084m²
 PROPOSED IMPERMEABLE AREA = 850m²
 THEREFORE 234m² DECREASE IN IMPERMEABLE AREA
 EXISTING 1.2'YR DISCHARGE = 19.5L/S
 PROPOSED OUTFALL TO BE RESTRICTED THROUGH HYDROBRAKE
 MANHOLE TO RESTRICT DISCHARGE TO 5L/S FOR 1:100 YR 5 DORM
 EVENT +40% CC. CLIMATE CHANGE REQUIREMENT TO BE CONFIRMED
 BY LLFA. 40% USED AS WORST CASE.
 25m³ ATTENUATION PROVIDED WITHIN SW NETWORK TO ENSURE NO
 FLOODING OCCURS DURING 1:100 YR EVENT +40% CC.

BUILD NEAR AGREEMENT S185 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 RANGED TO SUIT NEW GRADABLE LEVELS
 IF DIVERSION REQUIRED, CONTRACTOR TO ALL (3) DIVERSION OF
 FELL TRENCH TO REAR SEWER MIDWAY BETWEEN BASEMENT AND
 BOUNDARY WALLS TO PROVIDE 'NAK' EASEMENT
 CCTV SURVEY REQUIRED BEFORE AND AFTER WORKS FOR BOTH

<p>NOTES</p> <p>1. CONSULT WITH THAMES WATER FOR ALL DIMENSIONS MUST BE CHECKED 2. THIS DRAWING IS TO BE USED IN CONNECTION WITH ALL RELEVANT ARCHITECTURAL, ENGINEERING AND SPECIALIST DRAWINGS AND SPECIFICATIONS 3. ALL DIMENSIONS UNLESS NOTED OTHERWISE ALL UNITS ARE IN METERS UNLESS NOTED OTHERWISE 4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY</p>		<p>KEY</p> <ul style="list-style-type: none"> 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 																									
<p>NOTES</p> <p>1. UNLESS OTHERWISE SHOWN, PIPES AND FITTINGS SHALL BE MANUFACTURED TO THE STANDARDS SPECIFIED IN THE BMB ACCEPT 2. THAMES WATER SEWER SERVICES SHALL BE EXACTLY AS SHOWN ON THE SEWER RECORDS 3. EXISTING PUBLIC SEWER SERVICES SHALL BE AS SHOWN ON THE SEWER RECORDS 4. CONTRACTOR TO VERIFY FOR SUE INHERENT CONNECTION FOR BOTH FRESH AND SURFACE WATERS CONNECTING WITH THAMES WATER 5. BMB'S SPP LOCATIONS SHOWN INDICATE ONLY AND WILL NEED TO BE CONFIRMED BY ARCHITECT/ I/M 6. IT IS RECOMMENDED THAT CONTRACTOR CARRY OUT REMEDIATION WORKS TO SW AS IDENTIFIED WITHIN DRAINAGE REPORT WATER NETWORK 7. ALL DIMENSIONS TO BE 100% UNLESS OTHERWISE SHOWN</p>		<p>REVISIONS & REVISIONS</p> <table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHK</th> <th>APP</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>2024.10.16</td> <td>PRELIMINARY ISSUE</td> <td>MM</td> <td>MM</td> <td>MM</td> </tr> <tr> <td>02</td> <td>2024.10.16</td> <td>PRELIMINARY ISSUE WITH LOWER OF</td> <td>MM</td> <td>MM</td> <td>MM</td> </tr> <tr> <td>03</td> <td>2024.10.16</td> <td>ISSUED FOR PLANNING</td> <td>MM</td> <td>MM</td> <td>MM</td> </tr> </tbody> </table>		REV	DATE	DESCRIPTION	BY	CHK	APP	01	2024.10.16	PRELIMINARY ISSUE	MM	MM	MM	02	2024.10.16	PRELIMINARY ISSUE WITH LOWER OF	MM	MM	MM	03	2024.10.16	ISSUED FOR PLANNING	MM	MM	MM
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<p>CLIENT TITAN PROPERTY DEVELOPMENT</p> <p>CONTACT ■ Managing Director (0121) 233 1022 ■ Lead (011) 233 8000 ■ London (020) 7204 9122 ■ Manchester (0161) 233 0200 ■ Birmingham (0121) 234 1100 ■ Nottingham (0115) 234 1100 www.bwbgroup.com</p>		<p>PROJECT TITLE STATION APPROACH RUISLIP</p> <p>STATION APPROACH RUISLIP</p> <p>PROPOSED DRAINAGE STRATEGY (GROUND FLOOR)</p>																									
<p>DATE 15/10/2024</p> <p>SCALE 1:100</p> <p>DATE 15/10/2024</p> <p>SCALE 1:100</p>		<p>DESIGNER BMB</p> <p>CHECKED MM</p> <p>APPROVED MM</p>																									
<p>PROJECT NO. LNA/2042/502</p>		<p>CLIENT NO. P3</p>																									



BUILD NEAR AGREEMENT / SITE 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 (C3) TRACTOR TO ALLOW FOR DIVERSION OF FULL LENGTH TO REALIGN STYGER MIDWAY BETWEEN BASEMENT AND BOUNDARY WALL TO PROVIDE MAX. EASEMENT.
 CCTV SURVEY REQUIRED BEFORE AND AFTER WORKS FOR BOTH.

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

FFL44.38

NOTES

- 1) UNDERGROUND SERVICES SHOWN, PREFERED TO BE CHECKED FROM AVAILABLE UNDERGROUND UTILITY SEARCHING (BUB) ACCEPT
- 2) THIS DRAWING IS TO BE USED FOR CONSTRUCTION WITH ALL RELEVANT SPECIFICATIONS AND SPECIALTY DRAWINGS AND SPECIFICATIONS
- 3) ALL WORKS TO BE COMPLETED IN ACCORDANCE WITH THESE DRAWINGS AND ANY OTHER RELEVANT DOCUMENTS
- 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 PUBLIC SEWER EASEMENT
- TIC BY THAMES WATER

NOTES

- 1) UNDERGROUND SERVICES SHOWN, PREFERED TO BE CHECKED FROM AVAILABLE UNDERGROUND UTILITY SEARCHING (BUB) ACCEPT
- 2) THIS DRAWING IS TO BE USED FOR CONSTRUCTION WITH ALL RELEVANT SPECIFICATIONS AND SPECIALTY DRAWINGS AND SPECIFICATIONS
- 3) ALL WORKS TO BE COMPLETED IN ACCORDANCE WITH THESE DRAWINGS AND ANY OTHER RELEVANT DOCUMENTS
- 4) CONTRACTOR TO APPLY FOR SUE EASEMENT CONNECTION FOR BOTH FLOOR AND SURFACE WATER CONNECTION WITH THAMES WATER
- 5) RWS & SPT LOCATIONS SHOWN INDICATE ONLY AND WILL NEED TO BE CONFIRMED BY ARCHITECT / I&M
- 6) IT IS RECOMMENDED THAT CONTRACTOR CARRY OUT REMEDIAL WORKS TO SW ALL IDENTIFIED WITHIN DRAINAGE REPORT. CONTRACTOR TO INSTALL A 150MM DIA. 1.5M LONG TO CARDS CONNECTION ALL WORKS TO BE DONE WITH THAMES WATER APPROVAL.
- 7) ALL WORKS TO BE DONE UNLESS SHOWN OTHERWISE.

REVISIONS

Rev	Date	Checked by	Issue
01	20/01/24	ISSUED FOR PLANNING	
02	22/02/24	DRAWING REMOVED FROM PLANNING AREA	

CLIENT
TITAN PROPERTY DEVELOPMENT

PROJECT TITLE
STATION APPROACH RUISLIP

CLIENT
 TITAN PROPERTY DEVELOPMENT

SCALE
 1:100

DATE
 20/01/24

DESIGNER
 R. HAYES

REVIEWER
 D. HAYES

STATUS
 PRELIMINARY

PROJECT NO.
 LNA/2042/503

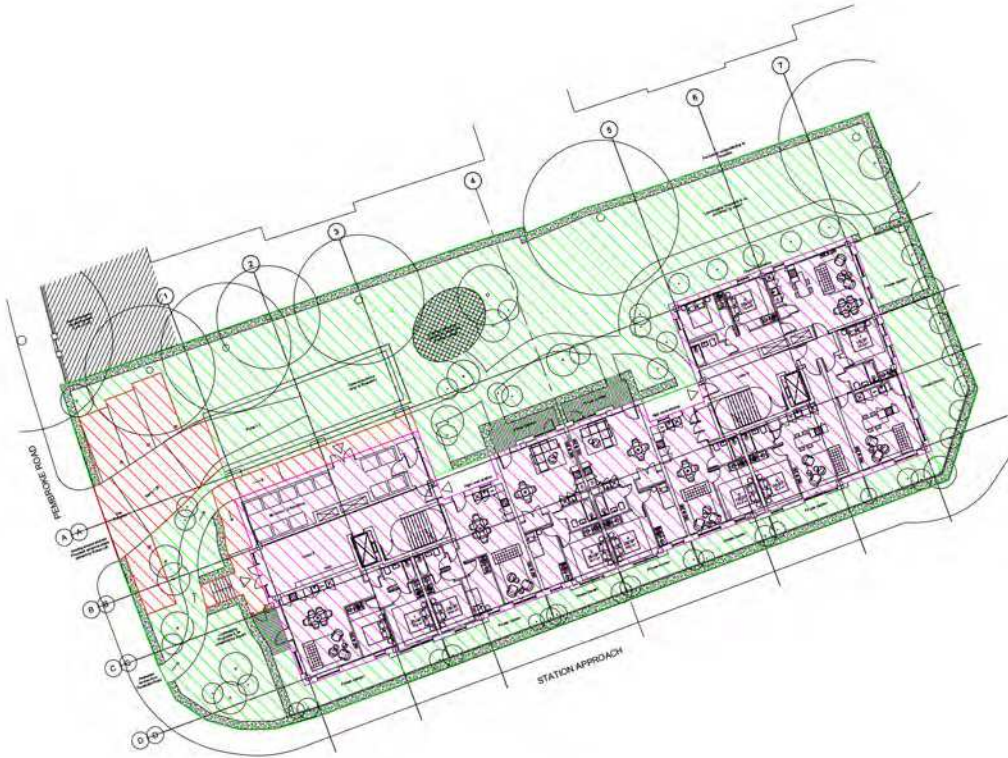
DRAWING NO.
 P2

CLIENT'S FILE
PROPOSED DRAINAGE STRATEGY (LOWER GROUND FLOOR)

COMPANY
BWB
 BROADBENT WATER BUILDINGS
 11 BROADBENT
 LONDON E15 2JX 0BQ
 020 7251 9122
 www.bwbconsulting.com

PROPOSED CATCHMENT AREAS

EXISTING CATCHMENT AREAS

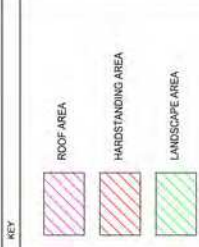


	Area			Total
	Roof	Hardstanding	Landscape	
Existing (m ²)	355	729	983	1667
Proposed (m ²)	730	143	1074	1947
Difference	+375	-586	-211	0

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, CONDITIONS AND PARTICULAR CONDITIONS AND DRAWINGS.
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 DESIGN TEAM IMMEDIATELY.



Rev	Date	Description of change / revision	By	App
01	12/11/16	PRELIMINARY ISSUE		
02	28/01/17	COLLECTOR'S PLANNING		

ISSUES & REVISIONS

BWB
 CONSULTANTS & ENGINEERS
 Birmingham 0121 233 3322
 London 020 724 234 000
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 Birmingham 0121 504 1100
 www.bwbconsulting.com

Client
TITAN PROPERTTY DEVELOPMENT

Project Title
STATION APPROACH RUISLIP

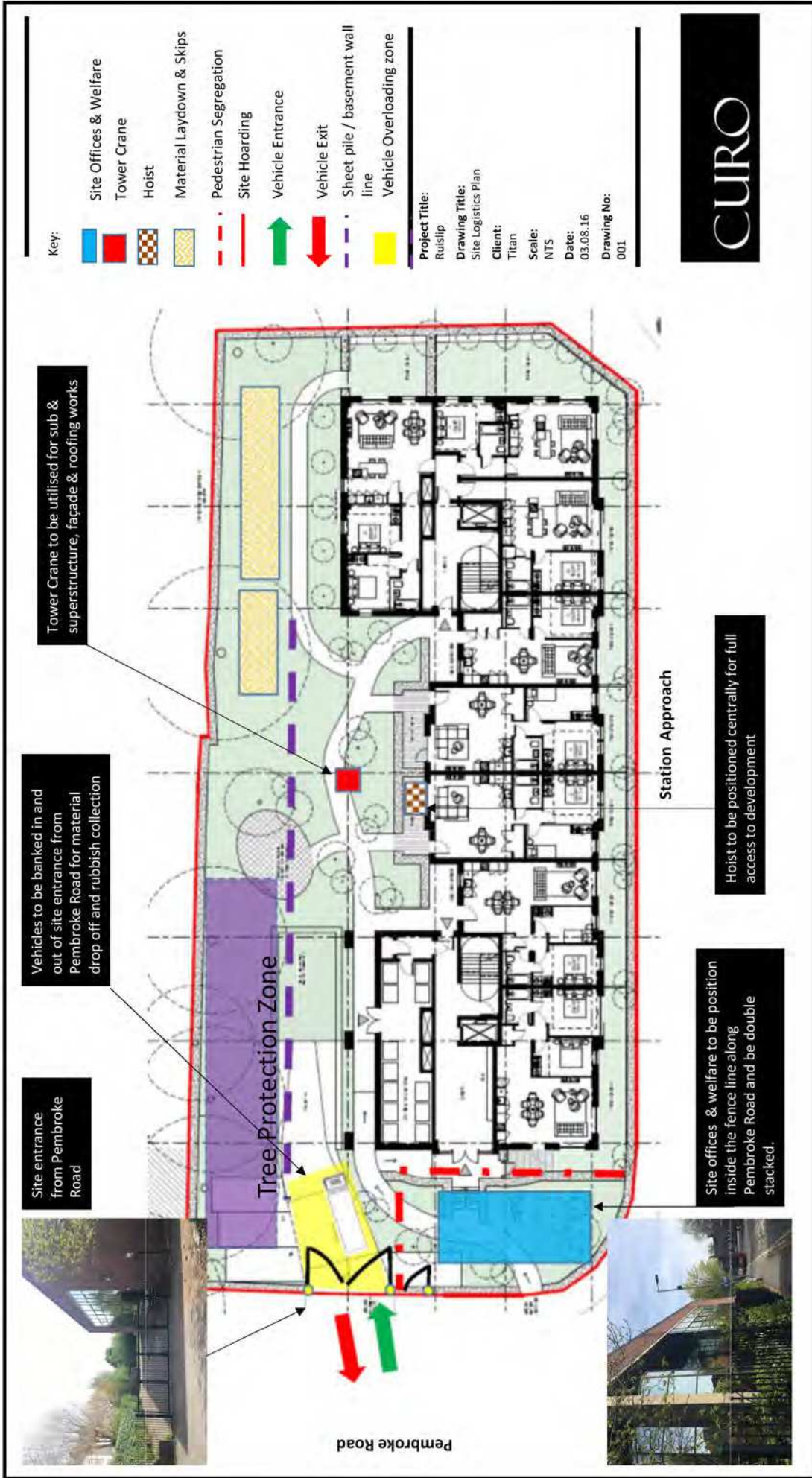
Drawing Title
EXISTING AND PROPOSED SW CATCHMENT AREAS

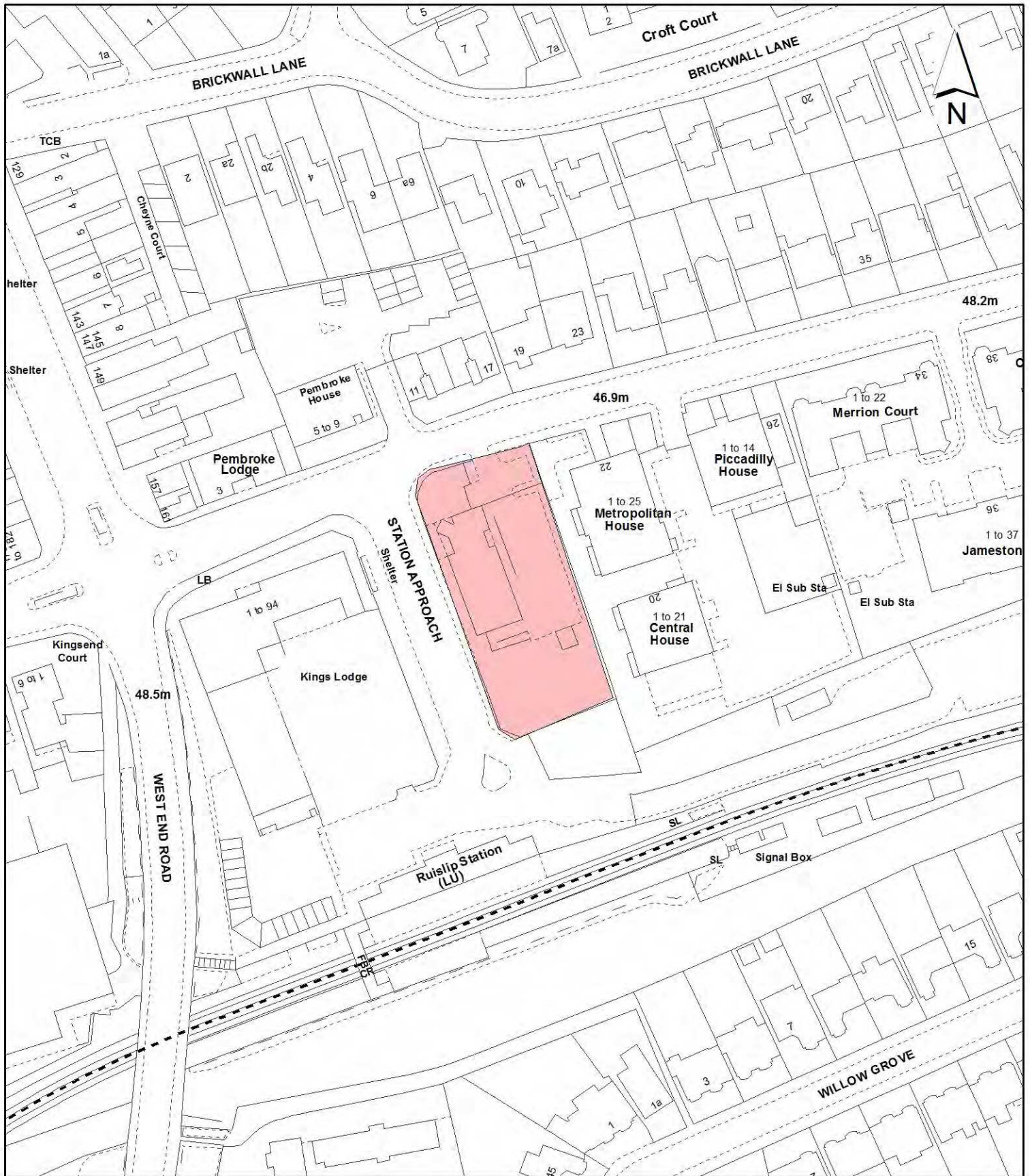
Scale	1:200	Drawn	EL HADDIRIS
Size	A1	Checked	D. HADDIRIS

Drawing Status
PRELIMINARY

Drawing No.
LNA/2042/501

Revision
P2





Notes:

 Site boundary

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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 177

Date:
April 2017



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