



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** WEDNESDAY, 10 MAY 2017

**Time:** 6.00 PM

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

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

## To Councillors on the Committee

Councillor Edward Lavery (Chairman)

Councillor Ian Edwards (Vice-Chairman)

Councillor Peter Curling

Councillor Janet Duncan

Councillor Henry Higgins

Councillor John Morgan

Councillor John Oswell

Councillor Brian Stead

Councillor David Yarrow

**Published:** Tuesday, 2 May 2017

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<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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# Useful information for residents and visitors

## *Watching & recording this meeting*

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

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

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## *Accessibility*

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# A useful guide for those attending Planning Committee meetings

## Security and Safety information

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

## Petitions and Councillors

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

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

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

## How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

## About the Committee's decision

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

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

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

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

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of previous meetings 1 - 16
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

## Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Mount Vernon Hospital -  3807/APP/2017/741	Northwood	Erection of a single storey detached building for use as a skin care unit.  <b>Recommendation: Approval</b>	17 - 56  164 - 176

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Former Blue Anchor Public House -  2734/APP/2017/4592	Botwell	Redevelopment of vacant site to provide a part 2, part 3 and part 4 storey building comprising 1,444 sq.m B1 office floorspace, associated parking together with hard and soft landscaping.  <b>Recommendation: Approval + Sec 106</b>	57 - 86  177 - 186
8	Fassnidge Memorial Hall -  12156/APP/2016/4647	Uxbridge South	Erection of part 4, part 7 and part 8 storey building to provide a replacement community dining facility and 80 (42 x studio and 38 x 1 bedroom) self contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping, following demolition of existing Fassnidge community dining hall and garage.  <b>Recommendation: Approval + Sec 106</b>	87 - 122  187 - 202
9	Land to the rear of 2 - 24 Horton Road -  71582/APP/2016/4582	Yiewsley	Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and relocated sub-station  <b>Recommendation: Approval + Sec 106</b>	123 - 162  203 - 228

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# Agenda Item 3

## Minutes



HILLINGDON  
LONDON

MAJOR Applications Planning Committee

29 March 2017

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p><b>LBH Officers Present:</b> James Rodger - Head of Planning &amp; Enforcement, Neil McCullen - Major Applications Team Leader, Manmohan Ranger - Highways Advisor, Jyoti Mehta - Legal Advisor and Anisha Teji - Democratic Services Officer</p>
145.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence</p>
146.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
147.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 3</i>)</p> <p>None.</p>
148.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>
149.	<p><b>36-40 RICKMANSWORTH ROAD - 69978/APP/2016/2564</b> (<i>Agenda Item 5</i>)</p> <p>Officers introduced the report and provided an overview of the application. Planning permission was sought for the demolition of three detached dwellings and redevelopment to provide 24 residential flats, amenity space and associated car parking.</p> <p>Members noted that this application had been considered on two separate occasions namely on 14 March 2016 and 4 October 2016, and had been subject to a Committee site visit. The application was deferred on 4 October 2016 to allow the applicant to submit further information.</p> <p>The application was considered on 14 March 2017 and Members resolved to grant the</p>

scheme permission subject to conditions. Subsequent to the planning meeting a petition from local residents came to light which was not heard due to an oversight in administration. This application therefore came back to the Committee to allow the petitioner an opportunity to speak.

The petition submitted was in objection of the application. In accordance with the Council's Constitution, the petitioner addressed the meeting and made the following points:

- the proposed development would cause road safety risks and the location historically had many accidents;
- sufficient account was not taken of all the properties directly opposite the proposed site which would impact residents' access needs;
- the road safety audits which took place in March 2014 took place during quiet times;
- highway safety would be compromised even with the proposed road changes;
- the scale and bolt of the application would be visually intrusive and the proposed yellow brick will also be visually intrusive;
- the location of the proposed car parking for this proposed development would cause excessive noise and disturbance levels;
- concerns were raised about the outside lighting and how it would impact on local residents; and
- there was a suggestion that a boundary wall be put in place whilst work was being carried out on the site.

The applicant's agent spoke in support of the application. In accordance with the Council's Constitution the agent spoke and made the following points:

- the oversight in administration was far reaching beyond planning matters;
- considerable further work had been undertaken by the applicant as required by the Committee. This work has been reviewed by planning teams in the Council;
- the scheme was considered to be acceptable and would achieve safe highways for this proposed development;
- no new issues had arisen that should impact the proposed development; and
- the latest highways junctions had been tested and the proposed junction was now supported by the Council's highways officer.

Members apologised to residents for hearing the application again and the oversight in administration.

Members noted that rear site did not allow for rear access to the site. Members clarified that the speed surveys carried out and the safety audit demonstrated that the vehicles accorded with the speed limits in the area.

Members noted that there were no dedicated facilities for "U" turn for a small development. Members acknowledged that "U" turns were dangerous but accepted that they could be done anywhere. Members clarified that any landscaping issues had been covered as conditions in the planning application. Members noted that it had considered traffic and all highway information at the last meeting, and all the issues raised by the petitioner were mentioned and raised. Members agreed that there was no new information before the Committee.

Members moved and seconded the officer's recommendation, and upon being put to a



vote, there were six votes in favour and two abstentions.

**RESOLVED:**

**The application was approved as per the officer's recommendation subject to the conditions and s106 agreement set out in the report, as amended in the addendum.**

150. **SILVERDALE INDUSTRIAL ESTATE, SIVERDALE ROAD, HAYES - 71374/APP/2016/4027** (*Agenda Item 6*)

Officers introduced the application, the addendum and provided an overview. The application sought planning permission for the demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 124 residential units and flexible commercial space. The proposed layout would not have an adverse impact on local residents and would be compatible with regulations. A viable level of affordable housing had been agreed.

This site had been subject to a Members site visit.

In response to matters raised by Members, officers confirmed that:

- the photos and images displayed were an accurate reflection of the proposed development;
- the conditions in the report required for the development to be built in accordance with the plans and there were detailed alleviations which matched the CGIs. Any variations would need to be put before the planning committee;
- the scheme would improve public access allowing the public to access the area near the canal;
- any necessary changes to Blocks C & D to address any overlooking issues between the two blocks would be delegated to the head of planning; and
- there would be a minimum of 20 socially rented units providing affordable housing.

Members noted that the residents of the development would not be eligible for parking permits. The Legal Advisor advised that this position had been discussed previously and the position had now changed that Councils could word conditions in specific ways so that parking was restricted.

Members commented that the scheme would set the bench mark for redevelopment of the site and regeneration in Hayes town. Members also commented that the CGIs looked "wonderful" and overall be a good scheme.

A motion for the officer's recommendation was moved, seconded, and upon being put to a vote was unanimously agreed.

**RESOLVED:**

**The application was approved as per the officer's recommendation, subject to the conditions set out in the report as amended in the addendum, but with the additional amendments agreed by Members.**

151. **RANDALL'S, 7-9 VINE STREET, UXBRIDGE - 41309/APP/2016/3391 (FULL) 41309/APP/2016/3392 (LISTED BUILDING)** (*Agenda Item 7*)

Officers introduced the application, the addendum and provided an overview.

Planning permission was sought for the change of use from residential led and mixed use development. This included planning permission to change the ground and part first floor of the Randall's building from Use Class A1 to Use Class A3, conversion of part of the first floor from use Class A1 to use class C3; addition of a second storey roof top extension to provide residential apartments and external restoration works; the erection of three new residential blocks ranging from 3 to 6 storeys in height, a new ground floor retail unit; a conversion of the Old Fire Station Building to duplex apartments; the provision of associated landscaping car parking and associated works, to provide 58 residential units in total and 750 sq of commercial floor space involving the demolition of the 1960 's extension to the Randalls building, caretakers flat and warehouse building.

In response to matters raised by Members, officers confirmed that:

- the Conservation and Design team officers have been very involved with the scheme, they had been to the building many times and picked up all the different points of value. Officers would look into preserving "Lansom cash tubes" as they were of a historic nature and value;
- there would be affordable housing although this had not been finalised yet. Delegation would be given to the Chairman and Labour Lead to agree the matter outside the Committee;
- the retail units to be built would be in isolated, No negative issues would arise from being more flexible with the use of the building; and
- conditions 18 and 19 would be reconsidered to ensure that there was nothing to onerous in them.

Members commented that this would be a good development and welcomed the scheme. Members were pleased to see that the fire station would be retained in principal as it was part of Uxbridge's history.

The listed building consent was also approved by Members.

A motion for the officer's recommendation was moved, seconded, and upon being put to a vote was unanimously agreed.

**RESOLVED:**

**The application was approved as per the officer's recommendation, subject to the conditions set out in the report as amended in the addendum, but with the additional amendments agreed by Members.**

The meeting, which commenced at 6pm, closed at 7:02 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on 01895 277655 . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

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## Minutes



### MAJOR Applications Planning Committee

6 April 2017

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

	<p><b>Committee Members Present:</b> Councillors Ian Edwards (Vice-Chairman), Peter Curling, Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead, David Yarrow and Shehryar Ahmad Wallana (in place of Eddie Lavery).</p> <p><b>LBH Officers Present:</b> Neil McCLEllen - Major Applications Team Leader, Manmohan Ranger - Highways Advisor, Roisin Hogan - Planning Lawyer, Meghji Hirani - Planning Contracts &amp; Planning Information and Anisha Teji- Democratic Services Officer</p>
152.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Eddie Lavery with Councillor Shehryar Ahmad Wallana substituting.</p>
153.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
154.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 3</i>)</p> <p>None.</p>
155.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>
156.	<p><b>FORMER FRANK WELCH COURT, HIGH MEADOW CLOSE - 196/APP/2016/4645</b> (<i>Agenda Item 5</i>)</p> <p>Officers introduced the report and provided an overview of the application. Officers also highlighted the addendum. Planning permission was granted in 2013 and the development is in the process of being built. The current planning application seeks permission to add three first floor extensions to the previously approved development. The combined extensions would provide a total of five additional care home bedrooms. Officers recommended this application for refusal on visual and amenity grounds.</p> <p>A petition was submitted in objection of the application. In accordance with the Council's Constitution, the petitioner addressed the meeting and made the following</p>

points:

- Initially the development was not a care home but a 31 flat residential building which had little impact on its surroundings.
- Residents were shocked by the scale, height, intrusive and dominating nature of these buildings.
- The initial visualisations of the building have been misleading.
- Residents bordering the development were being directly overlooked by large multiple windows. Properties based at the North and South sides of the development were being severely overlooked.
- The traffic and parking report focused on data which was seven years old and were from three homes all with excellent road and public transport links. Parking issues could arise from the proposed development, despite having closer public transport links.
- High levels of noise outside of legally permitted times caused residents stress and anxiety.
- Infringements have been reported to the developers directly, the Council, the Local Ward Councillor, the Environmental Department and the Unsociable Behaviour Department.

The applicant's agent spoke in support of the application. In accordance with the Council's Constitution the agent spoke and made the following points:

- The proposals comprise five bedrooms and a corridor at first floor level. The link would improve circulation in the care home by making the flow of movement more efficient and establishing better communication between the two halves of the home.
- The current arrangement of the development would be an inconvenience to staff working in the home as they will find it difficult to provide quick assistance to residents.
- The proposed increase in the number of bedrooms makes an efficient use of the site and provides more facilities within the home at reasonable costs, whilst also creating more rooms for people in need of the service.
- The planning officers' views in the report were subjective and both the applicant and agent disagreed with the view. The proposed developments were designed in a manner which fitted in with the original design and would fit comfortably in their setting.
- The designs met the commonly accepted standards for distances between windows. The effects brought about the current proposal were marginal and not significant.
- The highways report submitted was professional, objective and independent.
- The original application compromised the building of the link between the homes, but after seeing the building constructed, it now made common sense to include the link.

A statement from Councillor Duncan Flynn, Ward Councillor for Northwood Hills, was submitted on behalf of the local residents in objection of the planning application. The statement was read out by the Chairman. Councillor Flynn made the following points:

- Although the application already had planning permission, the current planning application presented an unacceptable increase in the size of the development.
- The development was surrounded by largely low level residential accommodation in Larkwood Rise and Daymer Gardens. The proposed extensions would increase

the scale of an already large development which dwarfed neighbouring properties.

- If approved, the application would fail to harmonise with the surrounding residential area and would dominate the skyline of the area to the detriment of neighbouring properties.

Members accepted that this development was a much needed home for people and were not against the development in principle. However, in Members view, the development was out of policy. Members noted that there was a current enforcement investigation that had not yet been resolved. Members expressed disappointment at the situation as it often occurred where officers worked hard with developers to encourage them to build in accordance with approved plans, but this was not always the case. Members were concerned that the implementation of the proposed link would change the mass of the building and would join three buildings at first floor level.

A motion for the officer's recommendation was moved, seconded, and upon being put to a vote was unanimously agreed.

**RESOLVED:**

**The application was refused as per the officer's recommendation.**

157. **WIER HOUSE, RIVERSIDE WAY - 43495/APP/2016/1498** (*Agenda Item 6*)

Officers introduced the report and provided an overview of the application. Officers also highlighted the addendum. Planning permission was sought for the erection of a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking. Officers made a recommendation for approval.

Some Members expressed concerns at building residential properties on land which was also being used for business purposes. There were factories that were open 24/7 on the site and it was considered that those businesses would be forced to close due to noise concerns that could be raised by residents at a later stage.

Members discussed the level of protection companies already working on the site would have. Some Members were also concerned about having a childrens' play area opposite the site, and also raised concerns about the level and quality of the amenity area, air pollution and traffic noise. Members commented that the design of the proposed works were poor.

Some Members considered that the application could not be refused on the grounds that the site had changed its principle use. The change of use to residential had been established. Further, some Members commented that the noise and air quality issues had been covered in the report.

Officers confirmed that the principle use of the land had been lost. Officers accepted that this was a largely unfettered industrial business area that could operate 24/7 and it was also one of the sites included Hillingdon's proposed Article 4 direction which will go through in November 2017. Any future changes of use will require permission from November 2017. Officers explained that given the comments from EPU, the noise surveys submitted, and the conditions proposed by EPU, it would be difficult to sustain a refusal on the basis that it would create future disturbances on the property from the IBA.

Officer summarised the issues raised by Members. Members would not be able to

defend a decision that it was unacceptable to create residential property as the principle use of the land, as an industrial business use, had been removed. Residential environment in terms of impact on future occupants have been covered in the report, however if Members were not satisfied with the points raised in the report, they could use this as a basis for refusal. The quality of the amenity space had been covered in the report, if Members considered this to be unacceptable, they could use it as a reason for refusal. The issue of design such as appearance and sighting would be difficult ground to use to refuse given the mixed design of developments within the area.

A recommendation to refuse was proposed on the basis of the impact of noise, disturbance, quality of outdoor play areas for children and quality of amenity space being provided for future occupiers

Members moved to overturn the officers' recommendation and seconded, and upon being put to a vote, there were four votes in favour, three against and one abstention.

It was noted that Councillors Peter Curling, Janet Duncan and John Oswell asked for their vote against overturning the officers' recommendation be recorded.

**RESOLVED:**

**That the Committee:**

**1) refused the application and;**

**2) delegate to the Chairman and Labour Lead, to confirm the reasons for refusal.**

158. **FANUC HOUSE - 26134/APP/2016/1987** (*Agenda Item 7*)

Officers introduced the report and provided an overview of the application. Officers also highlighted the addendum. Planning permission was sought for the demolition of existing office building and re-development of the site to provide a four storey building with basement parking comprising 40 residential units with associated car parking, amenity space and landscaping.

Members noted that this application was deferred on 14 March 2017 in order to allow the content of the addendum to be incorporated into the officer's recommendation to allow further amendments to be made to the scheme following queries raised by Members during their discussion of the scheme.

Members commented that it was great to see officers and developers working together and that this was a good scheme. Members questioned how refuse lorries would be able to obtain refuse bins and raised concerns about traffic hazards. Members questioned how delivery vehicles would be access the site. It was suggested that a condition be added regarding the refuse plan and also a landscaping condition regarding trees that absorb pollution.

Officers confirmed that vehicles would not be expected to reverse into the site and would have to stop at junctions. Where ever there are lay-by waiting restrictions, Council's vehicles are exempt which would allow them to stop and collect refuse. There would also be some parking spaces available which delivery vehicles could use.

A motion for the officer's recommendation, subject to amendments, was moved, seconded, and upon being put to a vote there were six votes in favour, one against and one in abstention.



	<b>RESOLVED:</b> <b>The application was approved as per the officer's recommendation.</b>
	The meeting, which commenced at 6.00 pm, closed at 7.15 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact on 01895 250636. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

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## Minutes



MAJOR Applications Planning Committee

25 April 2017

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Janet Duncan, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p><b>LBH Officers Present:</b> Peter Loveday (Highway Development Engineer), Neil McClellan (Major Applications Team Leader), Jyoti Mehta (Trainee Solicitor), James Rodger (Head of Planning and Enforcement) and Luke Taylor (Democratic Services Officer)</p>
159.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Higgins.</p>
160.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
161.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 14 MARCH 2017</b> (<i>Agenda Item 3</i>)</p> <p>That the minutes of the meeting held on 14 March 2017 were agreed.</p>
162.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
163.	<p><b>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</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would be heard in public.</p>
164.	<p><b>33-37 BELMONT ROAD - 45222/APP/2015/4692</b> (<i>Agenda Item 6</i>)</p> <p><b>Erection of a six-storey building on land facing Belmont Road, comprising 335 square metres of floor space for use in Classes A1 - A5 at ground floor level and 33 residential dwellings, associated works including disabled car parking areas, landscaping, bin storage areas and cycle parking.</b></p> <p>Officers introduced the report and highlighted the addendum.</p>

Councillors sought clarification on the impact on sunlight and overshadowing, as the application was considered acceptable in the report, but the BRE Guide indicated there may be an impact on sunlight for properties at Orchard Place. The Committee also asked for confirmation on the distance between the proposed building and Orchard Place. As officers did not have the BRE Guide to hand, the Chairman proposed a brief adjournment of the meeting to allow officers to consult the document, and then report back to the Committee when reconvened.

Councillors moved, seconded and voted unanimously to adjourn the meeting.

The meeting was adjourned at 18.14.

The meeting was reconvened at 18.28.

The Head of Planning and Enforcement confirmed that the distances between the proposal and Orchard Place were above the threshold for loss of sunlight. The Committee also heard that the report reflected the current plans, and the BRE Guide was potentially referring to a previous proposal. Officers confirmed that to ensure there was not an impact on neighbouring properties at Orchard Place, and the Committee confirmed that delegated authority be given to the Head of Planning and Enforcement, in conjunction with the Chairman and Labour Lead, to confirm the report accurately reflects the plans.

Members commented on the first floor balcony which overlooked neighbouring properties at Orchard Place, and officer confirmed that a privacy screen could be conditioned to prevent loss of amenity. The Committee also stated that the accessibility of the roof garden should not be right to the edge of the building, and asked if there were measures in place to prevent this. Officers confirmed that, if the application was approved, further details on the roof garden will be finalised in negotiations, and a condition could be added to ensure that this is confirmed in those negotiations.

The officer's recommendation was moved, subject to additional conditions, and delegated authority given to the Head of Planning and Enforcement, in conjunction with the Chairman and Labour Lead, to confirm the approval of the plans as outlined in the report. This recommendation was seconded, and upon being put to a vote was unanimously agreed.

**RESOLVED:** That the application was approved, subject to additional conditions, and delegated authority be given to the Head of Planning and Enforcement, in agreement with the Chairman and Labour Lead Member to confirm the approval of the plans.

165. **THE MACHINE STORE & PRESSING PLANT, TOVF - 59872/APP/2016/3454**  
(Agenda Item 7)

**Mixed use redevelopment of the Pressing Plant, at The Old Vinyl Factory site, including demolition of the Pressing Plant (formerly Apollo House), retention of front facade and part of the western facade of the Pressing Plant and construction of a three-screen cinema, with retail, bar, restaurant and exhibition spaces, and construction of the Machine Store, comprising 81 residential units, a health centre, bars / cafes, associated parking, landscaping and access works. (Amended Plans - Increased scale of Health Centre provision, plus one additional residential unit).**

Officers introduced the report to Members, and highlighted the addendum. The Head of

Planning and Enforcement confirmed that this was a full planning application, although outline planning permission was granted on the site in 2012. Since then, the applicant has withdrawn their plans for a hotel and, following negotiation with officers, added a Health Centre to the application as this was considered vital to the Borough.

Councillors expressed concern that there was no provision for affordable housing, but expressed support for the proposed Health Centre. The Committee also questioned whether there were provisions to guarantee the delivery of the Health Centre, and asked that should the Health Centre plans could not be completed, could affordable housing take its place.

The Head of Planning and Enforcement confirmed that relevant Health Centres are supportive of the idea, and that the Council will be able to negotiate the Health Centre provision with a strong legal document, and Members heard that any use beyond a health centre would require the application to come back to Committee for a further approval. Officers confirmed that the applicant must deliver a planning gain should the health centre not be delivered, and the Section 106 agreement triggers the Affordable Housing Trigger Mechanism.

Members asked for clarification on the number of disabled parking spaces, and were informed that there was an allocation of 15 parking spaces, including 3 disabled parking spaces, to be shared between the health centre and the cinema. The Committee expressed concern that there might be parking issues when both buildings have busy times, and suggested a Car Parking Management Plan would help ease parking concerns, along with a condition that ensured the Health Centre had priority on the allocation of disabled spaces.

The Committee also expressed concern that parking spaces had previously been sold off separate to a mortgaged property, and would like to see parking spaces included for residents in the price of the property. It was proposed that a non-standard condition could be added to the application for to ensure this, with delegated authority to the Head of Planning and Enforcement to confirm this condition with the agreement of the Chairman and Labour Lead.

Councillors moved, seconded and unanimously agreed the officer's recommendation, subject to additional conditions regarding a car parking management scheme, residential car parking spaces, and the affordable housing mechanism trigger should the health centre not be delivered.

**RESOLVED:** That the application was approved, subject to additional conditions.

The meeting, which commenced at 6.02 pm, closed at 7.07 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact on 01895 250636. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

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## Report of the Head of Planning, Sport and Green Spaces

**Address** MOUNT VERNON HOSPITAL RICKMANSWORTH ROAD NORTHWOOD

**Development:** Erection of a single storey detached building for use as a skin care unit.

**LBH Ref Nos:** 3807/APP/2017/741

**Drawing Nos:** Design and Access Statement  
6650\_102 Block Plan  
6650\_103 Existing Site  
6650\_104 Existing Elevations  
6650\_106 Roof Plan  
6650\_107 Proposed Elevations  
6650\_108 Proposed Long Elevations  
6650\_109 Internal layout  
6650\_110 Proposed Sections  
Skin Centre Parking Arrangements  
6650\_101 Location Plan  
Letter dated 28/2/2017  
Access and Inclusion Statement dated February 2017  
Aerial Photo Block C pre demolitior  
C Block Photos  
C Block footprint  
6650\_105B  
Statement of Community Involvement  
Transport Assessment  
Clinical Justification - dated 12 Oct 2016  
Landscape Strategy dated Feb 2017  
Ecological Appraisal Report dated 28/02/17  
Elementa Energy Strategy Report Rev 1 dated Feb 2017  
Planning Statement  
Glanville Surface Water Drainage Strategy (Issue 2  
Arboricultural Impact Assessment 08-12-2016

**Date Plans Received:** 01/03/2017                      **Date(s) of Amendment(s):** 28/02/2017

**Date Application Valid:** 02/03/2017                      29/03/2017  
21/04/2017  
01/03/2017  
30/03/2017

### 1. SUMMARY

This application seeks full planning permission for the construction of a single storey detached building for use as a skin care unit on the site of an open car park, located on the northern edge of Mount Vernon Hospital. The application site is designated as Green Belt.

5 replies have been received supporting the proposal. One response has been received raising concerns over construction impacts. In addition, a petition bearing 456 signatures and 75 individual circular e-mails have been received in support of the application.

Officers consider that the benefits, when weighed against the drawbacks of the proposed

development are significant and therefore very special circumstances have been demonstrated on grounds of clinical and locational need and that this would outweigh the harm to the Green Belt, in accordance with the National Planning Policy Framework (2012). The Mayor shares this view and has stated that there are very special circumstances that exist to justify the development proposed. The proposal is therefore considered acceptable in principle.

It is not considered that the proposed development would result in a significant increase in the built up appearance of the site, or result in a reduction in the openness of the Green Belt, having regard to the modest height of the building and the previously developed nature of this part of the hospital grounds. The proposal is therefore considered acceptable in terms of its impact on the Green Belt.

The Skin Centre building will compliment the design and materiality of the new Treatment Centre, in order to add an element of cohesion to this fragmented hospital site.

The car parking arrangements on the wider hospital site will strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking for patients, staff and visitors to the hospital.

It is considered that the scheme can satisfactorily address highway, noise, ecological, drainage and flood related issues, demonstrates appropriate mitigation and adaptation to climate change.

Accordingly, approval is recommended, subject to appropriate conditions.

## 2. **RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 COM3 Time Limit**

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

#### **REASON**

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

#### **2 COM4 Accordance with Approved Plans**

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

6650\_101 Location Plan  
6650\_102 Block Plan  
6650\_105B Site Layout  
6650\_106 Roof Plan  
6650\_107 Proposed Elevations  
6650\_108 Proposed Long Elevations  
6650\_109 Internal layout  
6650\_110 Proposed Sections  
01 Skin Centre Parking Arrangements  
Letter dated 28/2/2017

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



REASON

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

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall be completed and/or put in place in accordance with the following supporting plans and/or documents:

Access and Inclusion Statement dated February 2017  
Arboricultural Impact Assessment 08-12-2016

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

REASON

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

**4 COM7 Materials (Submission)**

Prior to construction above ground level, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to:

- (i) fenestration and doors
- (ii) refuse enclosure and mechanical and electrical plant compound
- (iii) boundary walls and railings
- (iv) comprehensive colour scheme for all built details
- (v) make, product/type, colour and photographs/images.
- (vi) solar panels

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 and OL1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**5 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings**

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2016 (or any order revoking and re-enacting that Order with or without modification), the building shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies OL1 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6 COM14 No additional internal floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised

by this permission.

#### REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **7 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

#### REASON

(i) To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and

(ii) To protect the ecological value of the area in accordance with Policy EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **8 COM15 Sustainable Water Management**

Prior to commencement of the development hereby approved, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority following the strategy set out in the Surface Water Drainage Strategy by Glanville Consultants ref: CV8161321/DB/ES/004 dated February 2017.

The scheme shall clearly demonstrate how it:

1.) Manages Water: The scheme shall follow the strategy set out in the submitted Surface Water Drainage Strategy and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

Incorporation of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, 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; overland flooding should be mapped, both designed and exceedance routes above the 1 in 100 plus climate change, including flow paths, depths and velocities identified, as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors:

- i. Capacity and functionality (i.e. provision of a survey) of the receiving surface water network
- ii. identify vulnerable receptors, ie Water Framework directive (WFD) status a

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

Provide a management and maintenance plan of arrangements to secure the operation of

the scheme throughout the lifetime of the development. This should include appropriate details of inspection regimes, appropriate performance specification and remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that would be required.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (2016), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

#### **9 COM26 Ecology**

Prior to the commencement of development, a scheme for the creation of biodiversity features and enhancement of opportunities for wildlife, based on the recommendations set out in the Preliminary Ecological Appraisal Report ref:2688.F0 dated 28th February 2017, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include and detail of 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 roofs. The development must proceed in accordance with the approved plans.

#### REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Part 1 Policy BE1 of the Local Plan, Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.19 of the London Plan (2016).

#### **10 COM27 Traffic Arrangements - submission of details**

The development hereby permitted shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) shown on site layout plan 6650\_105B have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. One disabled parking bay shall be a minimum of 4.8 metres long by 3.6 metres wide. One of the parking spaces shall be served by an electric charging point.

#### REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policies AM7, AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

#### **11 NONSC Travel Plan**

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall comply with the current Hospital Travel Plan secured by condition 16 of planning permission ref: 3807/APP/2008/2548 dated 26-11-08 (as amended by

Hillingdon Green Travel Action Plan - Appendix 5 of the Transport Statement Ref: ITR.MT.4954.TA.2 dated February 2017). The updated Travel Plan shall be implemented and reviewed in accordance with the details contained therein for a minimum period of 5 years.

**REASON**

In order to limit the number of single person car journeys to the site in the interests of sustainability and to accord with Policy of the London Plan 2016.

**12 NONSC Parking Strategy**

A Car Parking Management Strategy (CPMS) shall be submitted to and approved in writing by the Local Planning authority prior to development commencing. The strategy shall include details on how car parking will be managed during the construction period and thereafter. The strategy shall include the programme of construction and timing for the removal of car parking spaces. The additional replacement car parking on the hospital site shall be reopened on a phased basis according to demand. As identified on the Skin Centre Parking Arrangements Plan No. 01, the Outpatients Building Car Park (28 spaces) shall be reopened prior to the occupation of the New Skin Centre building. The Oliver Scott Building car park (49 spaces) shall only be reopened with the agreement of the Local Planning Authority.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**13 NONSC Waste Management**

No development shall take place until details of a Refuse Management Strategy for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. Thereafter the operation of the site shall be in full accordance with the approved Refuse Management Strategy.

**REASON**

To promote and ensure appropriate and sustainable management of waste arising from the development in accordance with Policy 5.17 of the London Plan (2016).

**14 COM30 Contaminated Land**

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 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 off site receptors in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (2012).

## **15 NONSC Energy Assessment**

Prior to commencement of development full details of the specification and location of the low and zero carbon technology set out in the energy strategy (P16-105 - Energy Strategy Report, Elementa) shall be submitted to and approved in writing by the Local Planning Authority. The details relating to the photovoltaic panels must be accompanied by a roof plan showing their inclusion. The development must proceed in accordance with the approved details.

### **REASON**

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

## **16 COM10 Tree to be retained**

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

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

### **REASON**

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

## **17 COM8 Tree Protection**

The measures to protect retained trees shall be completed in accordance with the details set out in the submitted Arboricultural Impact Assessment dated 08-12-2016. 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 in writing to the Local Planning Authority for approval prior to commencement of the development hereby approved. 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).

### **18 COM9 Landscaping (car parking & refuse/cycle storage)**

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

- 1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
- 2. Details of Hard Landscaping
  - 2.b 12 secure and covered cycle storage spaces
  - 2.c Means of enclosure/boundary treatments
  - 2.d Hard Surfacing Materials
  - 2.e Details of 6 parking spaces being displaced through the development
  
- 3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
- 4. Schedule for Implementation
  
- 5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

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

#### REASON

1. 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 (March 2015)

2. To ensure the development contributes to a number of objectives in compliance with

Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

**19 NONSC Noise**

The rating level of noise emitted from plant and/or machinery at the development 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).

**20 OM19 Construction Management Plan (CMP)**

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

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

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

**REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**21 NONSC Delivery & Servicing plan (DSP)**

A delivery and Servicing Plan (DSP) shall be submitted to and be approved by the Local Planning Authority, prior to the occupation of the the development hereby permitted. The plan shall be implemented as approved.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties, to safeguard the amenity of the Green Belt and to ensure that pedestrian and vehicular safety is not prejudiced, in compliance with Policies OE1, OL1 and AM7 of of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

## **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (March 2011) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
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
OE1	Protection of the character and amenities of surrounding properties and the local area
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
OL4	Green Belt - replacement or extension of buildings
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
NPPF	National Planning Policy Framework
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature



- LPP 7.2 (2016) An inclusive environment  
 LPP 7.3 (2016) Designing out crime  
 LPP 8.3 (2016) Community infrastructure levy

**3 I11 The Construction (Design and Management) Regulations 1994**

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

**4 I12 Notification to Building Contractors**

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

**5 I14 Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

- The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;
- The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**6 I14C Compliance with Building Regulations Access to and use of**

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

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

AMD 15617 2005, AMD 15982 2005.

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

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

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

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

## **7            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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## **8            118            Storage and Collection of Refuse**

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

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

## **9            16            Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property

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

## 10

All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.

## 11

The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

## 12

The Ash trees should be monitored for any symptoms of Chalara fraxinea (Ash Dieback). If symptoms are suspected, or found, Forestry Commission advice should be followed, available on the FC website <http://www.forestry.gov.uk/chalara>

## 13

New planting should seek to enhance biodiversity, by including species of known value to wildlife which produce berries and / or nectar.

## 14

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

2. Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

3. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

4. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

5. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

6. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

7. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

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9. Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

10. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

## **15**

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The Site is approximately 0.933 ha in area and is within the Mount Vernon Hospital grounds. It is located to the north of the hospital's main buildings.

The hospital itself is north west of Northwood and adjoins the A404 which forms the eastern boundary to Mount Vernon Hospital.

The whole of the Mount Vernon Hospital site is designated within the Metropolitan Green Belt. The site is currently used as a car park associated with the hospital, however, previous to this, the site comprised a cluster of dilapidated predominantly single storey buildings known as C Block, which were demolished in 2008. The site is considered to fall within the definition of previously developed land.

The application site is bounded to the north by a line of trees, beyond which are agricultural fields, a small area of residential development and a public house. Adjacent to the east of the site lies Rickmansworth Road, and beyond this is the urban area comprising the residential area of Northwood. Beyond the developed area of the Mount Vernon Hospital site are a number of agricultural fields, a Virgin Active Sport facilities and a pre-school nursery.

To the south of the application site are further buildings that form part of the hospital complex, including the new treatment centre.

The site is located within flood risk 1 and is therefore assessed as having a less than 1 in 1,000 annual probability of flooding (<0.1%).

The site is served by public transport in the form of limited bus services that travel along

Rickmansworth Road and therefore has a low Public Transport Access Level (PTAL) of 1b on a scale of 1 - 6 where 6 represents the highest level of accessibility.

The site has three points of access including those from Rickmansworth Road to the north east and White Hill from the west.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the construction of a single storey modular flat roofed detached building on the existing surface level car park to the north of the Treatment Centre, for use as a skin care unit, with a gross internal floor area of 1,184 m<sup>2</sup>. The new centre will offer a comprehensive service integrating appropriate elements of plastic surgery, maxillofacial surgery, allergy and dermatology.

The single storey building would have an 'L' shaped footprint and would have a fairly functional appearance. The design of the proposed development will be in keeping with the more recent developments at Mount Vernon Hospital. The material will include brickwork, cladding, metal and timber louvres.

A 10sqm fenced compound for refuse storage will be located to the rear of the building. In addition, a mechanical and electrical plant compound is proposed to provide adequate heating/cooling plant as detailed in the environmental report.

The applicant has submitted a number of reports in support of the application. These are briefly summarised below:

- Planning Statement

The Planning Statement assesses the proposed development against relevant statutory tests and policies in the statutory development plan, having regard to other relevant material planning considerations.

- Design and Access Statement

This statement describes the main components of the design and layout of the scheme and the provisions for inclusive access.

- Statement of Community Involvement (SCI)

This statement sets out the process of community engagement by the applicant prior to submission of the planning application. The SCI outlines and discusses the consultation process, including stakeholder feedback and conclusions.

- Clinical Justification

A statement has been provided to demonstrate Very Special Circumstances on the basis of clinical need.

- Landscape Strategy

The Landscape Strategy report sets out the proposed approach and methodology for the preparation, planning and maintenance of new landscaping in relation to the new skin centre.

- Ecological Appraisal

The appraisal concludes that based on the evidence obtained from the ecological survey work and with the implementation of the recommendations and measures set out in this report, following mitigation, any ecological designations, habitats of nature conservation

interest or protected species would not be significantly adversely affected by the proposed development. Furthermore, the recommended enhancement measures should provide benefits to biodiversity at the site in the long term.

- Energy Strategy Report

The purpose of this report is to establish the most appropriate passive design, energy efficient measures and local (on-site or near-site) low or zero carbon (LZC) energy source/s for the development.

- Surface Water Drainage Strategy

The drainage strategy demonstrates that surface water can be managed on site.

- Arboricultural Impact Assessment

The report concludes that no trees of any particular landscape or environmental significance are proposed for removal. Protection measures have been specified to protect the Root Protection Areas of all retained trees, apart from where excavation will be required for building foundations within the root protection area of one tree (T6).

- Access and Inclusion Statement

The statement explains the technical and legislative requirements with respect to access and inclusion and describes how the design of the building will comply with these obligations.

- Transport Statement

This statement considers the transport issues arising from the proposal. It concludes that the proposal will result in a slight increase in traffic movements. However, such an increase will be marginal with the majority of trips being redistributed from elsewhere within the Mount Vernon Hospital site.

Green Travel Plan Addendum

This addendum has been produced for the Mount Vernon Hospital site. Its aim is to reduce the impact of travel to and from the site and in particular to reduce the number of single person car journeys.

### 3.3 Relevant Planning History

3807/APP/2008/2548 Mount Vernon Hospital Rickmansworth Road Northwood  
CONSTRUCTION OF TEMPORARY CAR PARK WITH ACCESS ROAD & LANDSCAPING

**Decision:** 26-11-2008 Approved

#### Comment on Relevant Planning History

Following the demolition of the Burn Unit buildings, planning permission was granted on 26 November 2008 for a temporary car park comprising 128 spaces and an access road. This proposal included the closure of an existing temporary car park located on another part of the hospital complex. (Ref:3807/APP/2008/2548)

The most recent built development on the hospital site is the £13 million Treatment Centre which was granted planning permission on 06 October 2004 (Ref. 3807/APP/2004/2046).

#### 4. Planning Policies and Standards

##### UDP / LDF Designation and London Plan

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

###### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management

###### Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- 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
- OE1 Protection of the character and amenities of surrounding properties and the local area
- 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
- OL4 Green Belt - replacement or extension of buildings
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction

LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.14	(2016) Freight
NPPF	National Planning Policy Framework
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 8.3	(2016) Community infrastructure levy

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **6th April 2017**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

The application was advertised as major development under Article 15 of the Town and Country Planning (General Development Procedure) Order (England) 2015 and 66 neighbours were consulted, including the Northwood Residents' Association. 5 replies have been received supporting the proposal. One response has been received raising concerns over construction impacts and the potential relocation of the bus stand.

In addition to the above, a petition bearing 456 signatures and 75 individual e-mails have been received in support of the application.

### **GREATER LONDON AUTHORITY (GLA)**

The Mayor considers that the application complies with the London Plan for reasons set out in paragraph 36 of the Stage 1 Report. Pursuant to article 5(2) of the Order, the Mayor does not need to be consulted again and your Council may therefore proceed to determine the application without further reference to the GLA.

### **STAGE 1 REPORT (SUMMARY)**

London Plan policies on Green Belt, social infrastructure, urban and inclusive design, sustainable development and transport are relevant to this application. The application complies with the London Plan, and the conditions set out below need to be secured.

- Land use: health care facility on previously developed land in Green Belt - very special circumstances do exist which outweigh the harm that may be caused to the Green Belt. The proposal represents an opportunity to provide modern health care facilities within an established health care setting, which is supported.

- Design and inclusive access: The design of the building and use of the materials proposed are acceptable. Measures proposed in terms of inclusive design should be secured.



- Sustainability and climate change: No major concerns. However, the comments sent separately which require clarifications related to future proofing and details on the centralised plant room should be addressed and conditioned.
- Transport: No major concerns. However, issues discussed above in regard to provision of cycle parking and electric vehicle charging point, and submission of delivery, servicing and construction plans should be addressed and conditioned.

The Mayor does not need to be consulted again on this application.

## TRANSPORT FOR LONDON (TfL) (Summary)

### Site Description and Context.

The proposed new building is situated in the northern quadrant of the Mount Vernon Hospital Campus in Northwood. There is no Transport for London Route Network (TLRN) within the proximity of the site, however part of the Strategic Route Network (SRN) - A404 Rickmansworth Road forms the eastern boundary to Mount Vernon Hospital site. The site is also bounded to the north by a tree line, beyond which are agricultural fields, a small area of residential development and a public house.

There are four bus routes serving the hospital with stops within 250m of the site. Route 282 provides five buses per hour linking Northwood, Greenford and Ealing. Route 333 provides three buses per hour to Uxbridge to the west and Ruislip to the east. Route H11 provides links to Pinner and Harrow from the hospital. In addition, non-TfL bus route 8 provides a half hourly day time connection to Bushey, Watford and Abbots Langley in Hertfordshire. While there is no London Underground Station within walking distance to the site, bus routes 282, 333 and H11 all provide regular and frequent connection from Northwood Underground Station.

As a result, the site records a public transport access level (PTAL) of 1b, which is considered poor, on a scale of 1 - 6 where 1 is low and 6 is excellent.

### Access

Access to the proposed skin centre will be from the existing three hospital accesses: Gates 1 & 2 are off Rickmansworth Road to the East, and Gate 3 is located to the West from White Hill. It is proposed that the entrance of the proposed building will be north of the treatment centre. Pedestrians can access the site via the existing pedestrian path along the eastern boundary of the Treatment Centre site.

### Trip Generation and highway impact

The applicant has not provided a full trip generation and mode share assessment for the proposal; this is accepted in this instance given the relatively small quantum and nature of the proposal. It has however estimated the proposal would generate an additional 83 patient visits per day, plus 9 additional members of the staff to be transferred from the Hillingdon Hospital site. Given the relative small number of trips are to be generated, TfL therefore accepts that the proposal would not result in any significant highway and traffic impact to the SRN - A404 Rickmansworth Road and local highway network in the vicinity of the hospital.

### Car parking

The new building will be constructed on the land of the existing 84 spaces car park, with six spaces to be retained/ relocated. This would result in a net loss of 74 car parking spaces to the entire hospital site. As such, the entire hospital site would provide a total of 879 car parking spaces post the completion of the proposal. TfL welcomes the reduction of over-all car parking provision within the hospital site. Parking surveys undertaken by the applicant have shown that currently, the peak usage of the car parking is approximately 750 cars during the AM peak period. Given that it is

expected that the proposed clinic would only generate an additional demand of 30 spaces, it is therefore considered that the existing provision would be sufficient and no further additional parking provision is needed. The applicant has however also made reference to an un-used car park which has 84 spaces within the site, which could be opened if demand is increased. Considering that the existing provision is already providing surplus capacity even after accommodate the parking demand from the proposal, TfL requests a condition be imposed restricting the hospital from re-opening of the car parking associated with the proposed clinic.

The transport assessment does not provide any details for the provision of electric vehicle charging points. The applicant should be required to provide at least one electric vehicle charging point (EVCP), to one of the parking space closest to the site. This is to meet the London Plan EVCP standard, in line with London Plan policy 6.13 'Parking'.

#### Public Transport Impact Assessment

Given the small increase of patient and staff trips generated by the development, TfL considers that there will be no significant impact to bus service capacity. As such, no financial contribution will be sought for mitigation purposes.

#### Cycle Parking

It is currently proposed that a total of 6 cycle stands for 12 cycles will be provided at space close to the proposed building north of the site. TfL considers this quantity is sufficient and meets the London Plan cycle parking standards; in line with London Plan policy 6.9 'cycling'. However, to meet "quality" guidelines, this facility should be secured and covered; a shower and changing facility should also be provided within the building to facilitate cycling. The submission of details and provision of these facilities should be secured by condition.

#### Walking

The proposal does not involve any significant change to walking routes within the hospital site. TfL is satisfied that the site can be safely accessed from the existing path/ walkway along the western boundary of the existing Treatment Centre adjacent to the site.

#### Travel Plan

It is understood that the hospital has an existing hospital travel plan from which the existing action plan has been included in this submission. TfL welcomes the applicant's commitment to up-date the plan to cover the proposed clinic. TfL further asks that Hillingdon Council to secure this by appropriate planning condition / obligation.

#### Delivery and Servicing

It is noted that servicing for the proposed clinic will be from an existing servicing area toward the western boundary of the site. It is also understood that the hospital does not implement a site wide delivery & servicing plan (DSP). In line with London Plan policy 6.14 'Freight', TfL therefore recommends that the hospital take this opportunity to implement a site wide DSP to improve servicing efficiency which also covers this proposal.

#### Construction Logistics

TfL expects that a construction logistics plan (CLP) for the proposal be submitted prior to construction commencing on site, and this should be secured by condition. This is line with London Plan policy 6.14 'Freight'. The CLP should be produced in accordance with TfL's CLP guidance; and in addition, due to the location and nature of the site, TfL requests details of safety measures, such as segregated walking/ cycling route to minimise risk of conflicts between construction vehicles and vulnerable road users, such as visitors, patients and staff to the hospital.

#### Community Infrastructure Levy

Since the proposal is for public health care use, no Mayoral CIL will be applied to this development.

## Summary

In summary, TfL supports the proposal in principle; however the following matters should be resolved before the application can be considered fully compliant with the transport policies of the London Plan:

1. Provide an electric vehicle charging point to at least one of the parking spaces;
2. Secure the submission and approval of cycle parking details by condition;
3. Secure the update of the existing hospital travel plan to cover the proposed development
4. Secure the submission of Delivery and Servicing Plan and Construction Logistic Plan.

## NORTHWOOD RESIDENTS ASSOCIATION

No response.

### **Internal Consultees**

#### ENVIRONMENTAL PROTECTION UNIT (EPU)

The Environmental Protection Unit examined the application for planning consent and comment as follows:

#### Sound insulation scheme

A sound insulation scheme and acoustic report was not submitted in support of this application. The following conditions are therefore recommended:

- Scheme for control of plant/machinery noise
- Construction Management Plan including dust control measures.

The standard informative for control of environmental nuisance from construction work is recommended.

#### FLOOD AND DRAINAGE OFFICER

Recommendations: Condition - In accordance with submitted drainage strategy.

The site is located in Flood Zone 1 according to the Environment Agency Flood Maps. A Surface Water Drainage Strategy by Glanville Consultants ref:

CV8161321/DB/ES/004 dated February 2017 has been submitted with the proposal. The drainage strategy has adequately demonstrated that surface water can be managed on site. However some more information is needed.

Comments on the Planning Application: The Surface Water Drainage Strategy by Glanville Consultants ref:CV8161321/DB/ES/004 dated February 2017 shows that a suitable sustainable scheme can be provided on site.

The following are acceptable to the Council; A green roof has been included on Roof Plan 6650.106. This will offer additional amenity, biodiversity and air quality benefits. The roof area will drain to a soak-away located in the soft landscape areas. The drainage strategy considers infiltration of surface water on site to be feasible. An existing soak-away will be relocated to be at least 5m away from the proposed building. This will be extended to ensure the overall volume remains as existing.

An existing swale is to be removed and any connected pipework will be directed towards the soak-away. A photograph of this swale has been included in Appendix E. Paving will be made permeable with the proposed footway constructed of permeable material. The car park will be constructed with a porous sub-base. Gullies will drain surface water from the asphalt to the sub-base. The proposed

drainage methods have been included in Appendix D. With calculations detailing how a 100 year plus 30% storm can be accommodated on site are included in Appendix F. Additional information needed.

A management and maintenance plan of the SuDS needs to be provided.

#### URBAN DESIGN AND CONSERVATION OFFICER

This site is not in a sensitive location in terms of heritage assets. There are no objections to the design of the proposed new clinical building in principal, A condition requiring details of external materials, the green roof and details of the solar panels is required.

#### TREE AND LANDSCAPE OFFICER

This site is occupied by an existing car park and green open space in the north-west corner of the main car park and Treatment Centre, accessed off Rickmansworth Road. The open space contains a small copse of trees with a seating area. The site is bounded by a woodland edge to the north /north-west. There are no TPO's or Conservation Area designations affecting the site. The hospital is situated within the Metropolitan Green Belt - a designation which only permits development in very special circumstances.

#### Comment:

The development has been the subject of pre-application discussion. It is supported by a Design & Access Statement. Landscape and other environmental enhancements are described in section 7.0 of the D&AS. Landscape features will include various fences, permeable paving, tree planting, shrub planting around the building and a green roof.

A more detailed Landscape Strategy has been prepared by Gray Baynes + Shew. This includes an Arboricultural Impact Assessment by SJ Stephens, which confirms that most of the trees in the copse - to be removed - are poor 'C' quality trees with the exception of one ash specimen which is 'B' rated. Tree protection measures have been included. If the application is recommended for approval, landscape conditions will be required to secure the tree and landscape enhancements in accordance with saved policy BE38.

Recommendation: No objection subject to conditions COM8, COM9 (parts 1,2,3,4,5 and 6) and COM10.

#### HIGHWAY ENGINEER

#### General

An application has been received for construction of a new skin care centre on the grounds of the Mount Vernon hospital in Rickmansworth Road, Northwood. The new clinic would be located on the site of an existing car park with 86 parking spaces. Considering that the proposals include the creation of 6 parking spaces, the net loss of parking spaces would be 78 spaces.

Due to its extent, the hospital's grounds includes areas with PTAL ratings of 1a and 2, the higher value being achieved along the boundary with Rickmansworth Road (A404). A rating of 1 or 2 is considered poor and, in effect, public transport provisions are inadequate for a hospital of this size, with only three bus routes serving the site from the A404.

#### Comments

The proposed centre would be reached through existing access arrangements, so no concerns are raised with reference to proposed access.

The layout of the proposed parking and loading bays would provide sufficient manoeuvrability for vehicles accessing and exiting the parking spaces.

It is accepted that the proposed clinic will not result in a significant number of additional trips, as the clinic will be used to relocate existing services already provided elsewhere within the hospital.

The proposal would result in a net loss of 78 parking spaces. However, it is proposed to reopen existing car parks, currently closed, that would provide additional 84 parking spaces. Therefore the net impact of the proposal would be a gain of 6 parking spaces.

In light of the poor PTAL level for the site, it is considered that patients, staff and visitors will continue to rely on private transport for their trips to the hospital. As a result, the reopening of the car parks currently closed should be imposed as a condition to the planning consent. This would reinstate the current number of parking spaces and provide the necessary level of parking facilities.

The proposed number of bicycle storage is in line with current standards. The proposed storage should provide a covered and secure facility. Details of the proposed bicycle storage should be submitted to and approved in writing by the Council before commencement of works.

#### ACCESS OFFICER

The proposal seeks to construct a new single-storey building to accommodate a Multi-disciplinary Tertiary Skin Centre to provide a patient centred high quality clinical environment. The Skin Centre Has been designed to include key elements of accessibility and inclusion, however, the following issues should be addressed as part of this planning application:

- 1) Approved Document M to the Building Regulations and British Standard 8300:2009, both state that a baby changing facility should not be installed within an accessible toilet facility. The facility annotated "Disabled WC & Baby Changing 5.6 sqm" on plan should therefore be a dedicated facility for use by disabled patients.
- 2) A baby change/feeding room should be provided in a separate cubicle.
- 3) An additional accessible toilet shown on plan appears to be too small and features an inward opening door which would be incompatible with the Building Regulations and current accessibility guidance. Further details should be provided on the design rationale, or plans amended accordingly
- 4) The new facility appears to lack a suitable facility to allow wheelchair users and other disabled people with complex multiple disabilities to get changed in preparation for hospital treatment. The facility should include a height adjustable 'changing table' and an H-frame hoist.
- 5) The bathroom (12 sqm) should be designed as a 'Changing Places ' facility, or designed to be accessible to wheelchair users and especially those with complex personal care requirements. There would be entirely appropriate to incorporate the facilities referred to in point 4 above.

#### Recommended Informatives

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy. Conclusion: revisions to the proposal should be made prior to any approval.

(Officer Note: Amended plans have been received addressing the Access Officer's comments).

#### SUSTAINABILITY OFFICER

## Energy

The energy strategy is broadly acceptable but further details are required prior to starting development. The following conditions are therefore recommended:

### Condition

Prior to commencement of development full details of the specification and location of the low and zero carbon technology set out in the energy strategy (P16-105 - Energy Strategy Report, Elementa) shall be submitted to and approved in writing by the Local Planning Authority. The details relating to the photovoltaic panels must be accompanied by a roof plan showing their inclusion. The development must proceed in accordance with the approved details.

### Reason

To ensure the development contributes to carbon reduction in accordance with Policy 5.2 of the London Plan.

## Ecology

The development site contains features of ecological interests. The following condition is necessary to ensure protection of these features and enhancement of the urban area.

### Condition

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

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that the local planning authority will regard proposals for new health services as acceptable in principle subject to other relevant adopted policies. Policy 3.17 'health and social care facilities' of the London Plan (2016) states that the Mayor will support the provision of high quality health and social care appropriate for a growing and changing population. It is considered that the proposal represents an opportunity to provide modern health care facilities within an established health care setting.

However, the whole of the application site is designated as Green Belt. The main policy issue in relation to this development is therefore considered to be the principle of additional development within the Green Belt and its impact on the openness, character and appearance of the Green Belt.

Policies in the Hillingdon Local Plan endorse national and London Plan guidance. Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that:

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

Part 2 Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that within the Green Belt, as defined on the Proposals Map, the following predominantly open land uses will be acceptable:

- Agriculture, horticulture, forestry and nature conservation;
- Open air recreational facilities;
- Cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt. The proposal does not conform to the types of development allowed by Policy OL1.

New buildings are generally inappropriate, but subject to a number of exceptions set out in para 89 of the NPPF, including the limited infilling of previously developed land, provided it has no greater impact on the openness of the Green Belt, and the purposes of including land within it. To the extent that this is a less restrictive approach than UDP Policy OL1, it is entitled to greater weight by virtue of NPPF para 215.

Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that within the Green Belt, where development proposals are acceptable in principle in accordance with the above policy, comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives will be sought.

Policy OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012) states that the Council will only permit the replacement or extension of buildings within the Green Belt if the development would not result in any disproportionate change in bulk and character of the original building; the development would not significantly increase the built up appearance of the site; and the character of the surrounding area would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance".

The National Planning Policy Framework (NPPF) is also relevant. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Nevertheless, the document states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Para 88. states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The NPPF states that limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, would not constitute inappropriate development in the Green Belt.

Mount Vernon hospital is a developed site within the Metropolitan Green Belt. The new building is sited on a hard standing car park, elements of which were previously occupied by hospital buildings, comprising the Burns Unit buildings that were demolished in 2008. The footprint and details of the demolished buildings were recorded. Consequently, it is acknowledged that significant parts of the application site constitute previously developed land which lies within the overall curtilage of the hospital and was formally in medical use. Therefore, the proposal partly meets the above exception of the NPPF. However, elements of the application site fall outside the areas previously developed. On balance it is therefore considered that the proposal constitutes inappropriate development. The applicant has therefore sought to demonstrate that 'very special circumstances' do exist, which would outweigh any potential harm to the Green Belt. These comprise:

- A growing need for a new and improved Skin Care Centre in Hillingdon;

The applicant has submitted a clinical justification for the proposed Skin Care Building. This statement has been provided to demonstrate very special circumstances on the basis of clinical need.

There is a growing need for a new and improved Skin Care Centre in Hillingdon. This need is continuing to increase with waiting lists unable to be overcome. Without the proposed development, the Trust's ability to provide a modern health care service is restricted. There is a very compelling need to re-organise the Trust's existing highly fragmented dermatology and allergy services on a single site. The existing arrangements result in inefficiencies, clinical risks and complaints. The lack of suitable clinical space is severely constraining further development and negatively affects the patient experience. There is significant room for improvement in clinical quality and operational efficiency through a more integrated approach.

The year on year increase in demand means that providing a solution is paramount. The Mount Vernon site offers an opportunity to provide a state of the art centre which will be valued and used by the community.

Given the information and evidence set out in the submitted statement and supporting information, it is considered that subject to an appropriate design to minimise impact on the openness of the Green Belt, very special circumstances have been demonstrated on grounds of clinical need and that this would outweigh the harm to the Green Belt, in accordance with the National Planning Policy Framework (2012).

- The location of the proposals influenced by the location of the new Treatment Centre.

The statement explains that the Trust undertook a detailed operational and financial



assessment which identified the application site as the location for the new dermatology centre in order to benefit from the clinical synergy between the skin care building and the Treatment Centre. This site scored highest for clinical suitability to meet the needs of the proposed Skin Care Clinic.

The adjacent Treatment Centre and the proposed Skin Care unit will work closely together and therefore the location of the development is important in order to allow efficient and integrated health care services to be provided across Mount Vernon Hospital.

It is argued that being adjacent to the Treatment Centre allows patients and staff to use the facilities there such as the diagnostic services and theatre. It also explains that this single location and larger facility is essential if the department is to address rising demand for clinical care and staff training, improve clinical quality, and operational efficiency. The statement makes clear that the Skin Care Unit's co-location with the Treatment Centre is paramount to the success of the service. Their co-location would provide clinical benefits such as having a 24/7 resuscitation team for any emergency situation nearby. This is delivered by the anaesthetic team based in theatres of the Treatment Centre.

In addition, adult critical care transfer protocol requires patients who have deteriorated to be moved to the Treatment Centre theatre to be stabilised prior to transfer to Hillingdon, which may occasionally be required. Furthermore, the location next to the Treatment Centre provides clinical access to general surgical, haematological, X Ray, ultrasound, and transfusion facilities.

The Skin Care Centre concentrates the services provided by the Trust to the north end of the Mount Vernon site. This location would enable the provision of a dermatology building that would be a centre of excellence, providing a patient centred model of care with increased one-stop services.

As well as the clinical benefits, the siting of the Skin Care Unit at this location would provide benefits to 'patient flow and their experience'. In addition, it would provide operational benefits and opportunities to create more efficient health care provision specific to dermatology.

- Lack of suitable alternative sites

A number of buildings are vacant on the wider hospital site. However, they are not considered by the Trust as suitable for conversion for health care and safety requirements. A summary of the long list of options that were considered for the provision of the proposed building are provided below.

- Option 1- Jed Adams building plus extension;
- Option 2 - Modular Build for the Skin Centre Only
- Option 3- New Build for the Skin Centre on part of car park H.
- Option 4- Refurbishment of the Outpatient Building
- Option 5 - New build on the site of the Old Outpatients building
- Option 6 - Reuse and refurbish empty areas in the Main
- Option 7 - Relocate the Skin Centre to the top floor of the Medical Block

The various options were assessed in terms of strategic fit, better utilisation of the existing estate, future expansion space, quick delivery timescale, ease of delivery, cost, feasibility, future use of the hospital site as a whole and the impact on existing and future clinical

services. The applicant submits that the only option that has been left open to the Trust has been option 2, to use the existing car park. This option would be most practical and cause the least amount of disruption to patients & NHS services; additionally option 2 is also the only financially viable option.

In addition to the 'very special circumstances' arguments set out above, it should be noted that historically this part of the hospital grounds was previously developed and the works do not materially increase the developed portion of the hospital. The Plastic Surgery and Burns Unit out-buildings in the north eastern section of the hospital site were demolished in 2008, after the services were moved to Watford Hospital, clearing approximately 7,000 sqm of built development on that part of the hospital grounds that now comprises the northern car parks. An agreement in February of 2008 with the Local Authority was set to allow the NHS to construct future structures on this site, provided there was no material change (i.e. intensification) of use. The original correspondence and documentation to substantiate this agreement has been verified.

Officers consider that the benefits, when weighed against the drawbacks of the proposed development are significant and therefore very special circumstances weighing in favour of the proposal exist in the case of the proposed development. The Mayor shares this view and has stated that there are very special circumstances that exist to justify the development proposed. The proposal is therefore considered acceptable in principle

Notwithstanding the above, in assessing the application, it will be necessary to determine whether material planning benefits outweigh any planning objections or potential harm, relating to visual and landscape impacts, noise and disruption during operations, air quality, traffic movements, duration of operations and ecological impacts. These issues are considered in the following sections of this report.

#### **7.02 Density of the proposed development**

Not applicable to this application. The London Plan density guidance relates specifically to residential properties.

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

The site does not fall within an archaeological priority area, conservation area, or area of special character.

Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals should not be detrimental to the setting of a listed building. Any development would therefore be expected to address this matter.

There are two listed building at Mount Vernon Hospital. The original building which is on the southern boundary of the developed area of the site is part of the Cancer Centre is a grade II listed building which was built between 1902 and 1904. The second listed building is located to the south east of the site and is the Hospital Chapel. The Chapel is Grade II\*. However, these listed buildings are some distance from the application site. The Urban Design and Conservation Officer considers that the application site is not in a sensitive location in terms of heritage assets. There are no objections to the design or siting of the proposed new clinical building in terms of its impact on heritage assets, in compliance with relevant policies.

#### **7.04 Airport safeguarding**

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

#### **7.05 Impact on the green belt**

The most important attribute of Green Belts is their openness and the aim of preserving the

openness of Green Belt land is reiterated in Local Plan Part 1 Policy EM2, Local Plan Part 2 Policy OL1, the London Plan and the NPPF. Saved Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks landscape improvements within the Green Belt. Saved Policy OL5 will only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not harm the character and appearance of the Green Belt.

As the proposed building is only single storey in height, its impact on the openness of the Green Belt is limited. Furthermore, whilst a single storey building would affect the openness of the Green Belt in comparison with the existing open nature of the surface level car park, the provision of green roofs would help integrate the building into the existing landscape and would be likely to reduce the overall bulk and mass of it, ensuring that the impact on the Green Belt was further reduced. In addition, landscaping around the proposed building could further aid in making the development more sympathetic to the setting.

Overall, given that the proposal involves a building in an area of the hospital grounds that has been previously developed, the existing landscape character, and the proposed planting strategy, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 7.16 and the provisions of the NPPF.

#### **7.07 Impact on the character & appearance of the area**

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

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

The existing Treatment Centre adjacent to the site is a focal point within this area of the hospital grounds and as such is the principle facade when viewed from the bus terminus. The 'Skin Centre' will be a single storey building, which will compliment the design and materiality of the Treatment Centre, in order to add an element of cohesion to this fragmented hospital site.

Subject to details of the green roof, plant and bin enclosures, and external colours and finishes of the proposed building being secured by condition, it is considered that the proposal is consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), and Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1.

#### **7.08 Impact on neighbours**

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

to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses.

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

#### **7.09 Living conditions for future occupiers**

Not applicable to this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Of particular relevance to this application are Policies AM7, AM9, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). Policy AM7 requires developments not to prejudice the free flow of traffic or conditions of highway/ pedestrian safety whilst AM14 set out the Council standards for car parking.

A Transport Statement and an addendum to the Green Travel Plan has been prepared and submitted in support of the planning application, dealing with access, parking, traffic generation and public transport issues. Mount Vernon Hospital has a Public Transport Accessibility Level (PTAL) score of 1b (on a scale of 1 to 6 where 6 is excellent).

##### Access

This application relates to erection of a new skin care unit in the grounds of the existing hospital which is located off Rickmansworth Road Northwood (A404), one of Council's Classified Roads. There are three access points to the hospital, two on Rickmansworth Road and one on White Hill. The existing access from the site is adequate with good sight lines along Rickmansworth Road. The access arrangements to the hospital grounds will not be affected by the proposals.

##### Traffic Generation

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

##### Parking

The existing Mount Vernon hospital has a PTAL value of 1b (poor) so consequently there is a high reliance on private car for trips to and from the site for both staff and patients. There are limited bus services to the site. The Highway Engineer notes that as a result of the relatively poor accessibility of the site the demand for car parking on the site is high.

The existing site has a total capacity of 957 car parking spaces. The new building will be constructed on the land of the existing 84 spaces car park, with six spaces to be retained/relocated. This would result in a net loss of 74 car parking spaces to the entire hospital site. As such, the entire hospital site would provide a total of 879 car parking spaces post the completion of the proposal.

Rather than create new parking spaces to make up the short fall, the applicant originally proposed that this shortfall will be met by bringing back into use spaces that are currently closed/unused. These are as follows:

- The 28 spaces adjacent to the Outpatients building

- The 49 spaces adjacent to the Grey Cancer Institute building
- The 10 - 12 spaces at the frontage to the Grey Cancer Institute building
- Any additional requirement will be met by using the overflow car park

The car parking surveys indicate that the existing demand for parking spaces peaks at approximately 750 spaces, so that there is surplus capacity within the site. On that basis TfL has requested a condition preventing "the hospital from re-opening of the car parking associated with the proposed clinic". By contrast, the Highway Engineer notes that In light of the poor PTAL level for the site, patients, staff and visitors will continue to rely on private transport for their trips to the hospital. As a result, the reopening of the car parks currently closed should be allowed, in order to reinstate the current number of parking spaces and provide the necessary level of parking facilities.

Clearly if there is spare capacity, it would not be necessary to open additional parking spaces if they are not required. Equally the applicant points out that the Trust needs to avoid a situation where there is a lack of car parking spaces causing frustration for patients and visitors and overspill parking on the surrounding road network. The Trust considers that once 90% of the spaces are occupied, then the car park is effectively full, to enable users to search for spaces.

The applicant anticipates that there will be a need for some additional spaces but accepts that fewer spaces may be required than as suggested on the originally submitted Access and Parking Arrangements drawing 01. Therefore a phased approach to the provision of replacement parking could be adopted as follows; the car park next to the disused Outpatients Building should be reopened first (providing 28 spaces). The Oliver Scott Building car park (providing 49 spaces) would only be reopened according to demand, by agreement with the Local Planning Authority. It is considered that this approach would strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking.

#### Cycle Parking

6 cycle racks for the 12 cycles are provided. In addition there are lockers and a shower room off the staff room to facilitate cycling, in compliance with Local Plan Part 2 Saved Policy AM9 and relevant London Plan standards. Details are to be secured by condition.

#### Travel Plan / Public Transport

The current Hospital Travel Plan provides for a reduction in car parking spaces at the hospital grounds over the period of the plan. This is secured by planning permission ref: 3807/APP/2008/2548 dated 26/11/08. The Planning Statement confirms that the existing hospital wide Travel Plan will bind the proposed development. This is also secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible. It should be noted that the definitions and schedule in the original Travel Plan are drafted in a wide manner and therefore can be updated by way of an addendum to the original plan. The implementation of the proposed travel plan can be secured by an appropriate planning condition.

#### Delivery and Servicing / Construction Logistics Plans

TfL recommends that the hospital implement a Delivery and Service Plan DSP and

construction logistics plan (CLP). The CLP will also address some of the concerns raised by a local resident with regard to disturbance during the construction phase of the development. These plans can be secured by appropriately worded planning conditions, in the event of an approval.

## Conclusion

The Highway Engineer raises no objection to the highways and transportation aspect of the development, subject to the above issues being covered by suitable planning conditions, in the event of an approval. Overall, Subject to conditions, it is considered that safe and suitable access to the site can be achieved and the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds, in compliance with paragraph 32 of the NPPF, Local Plan Part 2 Saved Policies AM7, AM9, AM14 and AM15 and relevant London Plan policies.

### **7.11 Urban design, access and security**

Urban design issues have been dealt with elsewhere in this report.

### **7.12 Disabled access**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The Access Officer has made a number of comments regarding the original submission, with regard to the lack of a baby changing facility, the lack of changing facilities designed to be accessible to wheelchair users and the inadequacy of the additional accessible toilet. Amended plans have been received addressing these issues. The Trust has also explained that changing facilities will be incorporated within the treatment rooms themselves and appropriate facilities for disabled people would be incorporated into this.

The scheme is therefore considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

### **7.13 Provision of affordable & special needs housing**

Not applicable to this application.

### **7.14 Trees, landscaping and Ecology**

#### LANDSCAPE ISSUES

Saved Part 2 local Plan Policies OL1 and OL2 address Green Belt issues and the need to retain and enhance the existing landscape to achieve enhanced visual amenity and open land objectives. Policy OL15 seeks to protect the landscape of countryside conservation areas from development and or activities which would detract from the special character of these landscapes. Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. Policy OL26 of the saved policies of the UDP states that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands.

An Arboricultural Impact Assessment has been undertaken and is submitted in support of the planning application. This assessment outlines that no trees of particular landscape or environmental significance are proposed for removal. Protection measures have been

specified to protect the root protection areas of all retained trees, apart from where excavation will be required for building foundations. While the trees on the boundary are of no special importance, they will be protected, particularly as there is a nature conservation site on the other side of the boundary.

A Landscape Strategy is also submitted in support of the planning application. This strategy demonstrates how a green roof will be incorporated into the development. The grass bank to the north of the car park is at a higher level. This lifts up the tree line behind the 'Skin Centre' site and forms a back drop of trees. However, due to the need to access the rear of the building, a small copse of trees which have been assessed not be of special interest will be removed. The lost copse will be replaced and a green amenity space will be provided, for the benefit of staff and members of the public.

The Tree and Landscape Officer raises no objections, subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement.

A preliminary ecological appraisal has been submitted in support of the application, to ascertain the potential for protected habitats and species to be present within the site. This includes the results of an extended Phase 1 habitat survey carried out on 5th July 2016. The habitats within the site have been assessed as being of generally low ecological value, largely comprising common and widespread habitats. The site has been assessed as having potential to support protected species, including roosting bats, foraging/commuting bats, foraging badgers, door-mice, nesting birds and limited potential to support widespread species of reptile.

Recommendations have been made in the ecological appraisal to retain the boundary tree line, broad leaved woodland and the trees assessed as having potential to support roosting bats, as part of the proposals. Should any vegetation clearance be undertaken of the longer margins at the site, then it is recommended that a small scale destructive search be undertaken in the active reptile season. Recommendations have been made for mitigation and enhancement measures at the site, including new native species planting, provision of new bird nest boxes and bat boxes. Additionally, recommendations have been made for the inclusion of a sensitive lighting scheme to minimise potential disturbance impacts on foraging and commuting bats.

If works have not commenced by July 2018, it is recommended that the ecological appraisal is updated. This is because many of the species considered during the current survey are highly mobile and the ecology of the site is likely to change over this period. If the planning application boundary changes or the proposals for the site alter, a re-assessment of the impacts may be required.

The Council's Sustainability Officer raises no objections, subject to a condition requiring

the submission of scheme for the creation of biodiversity features and enhancement of opportunities for wildlife, including the provision of bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs.

Subject to this condition, it is considered that there is unlikely to be an overarching ecological constraint to developing the site. Proposed mitigation will avoid impacts on protected species, in accordance with relevant national and local planning policy and installation of bird/bat boxes will result in a net gain in biodiversity at the site.

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

#### **7.15 Sustainable waste management**

Refuse arrangements will be dealt with as part of the wider hospital arrangements which are already established. A 10 sqm fenced compound for refuse storage will be located to the rear of the building. This location is to allow access from surgical and clinical areas and provides a central hub for waste disposal. This will then be integrated into the Trust's waste management plan.

#### **7.16 Renewable energy / Sustainability**

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve current Building Regulation requirements as per the latest London Plan. Parts C & D of the policy require proposals to include a detailed energy assessment.

Active design measures have been incorporated into the design of the Skincare Centre. These include high efficiency lighting with daylight dimming and appropriate controls and efficient mechanical ventilation systems with heat recovery. The Energy Strategy submitted with the application also assessed the feasibility of incorporating renewable energy technologies on the site. The availability of district heat and electricity networks within the local area was investigated, using the London Heat Map. It was identified that there are no existing viable local networks in the vicinity for this development to derive power or heat from. In addition, the opportunity to include the use of a local on-site combined heat and power (CHP) system for the development was considered. Low and Zero Carbon (LZC) technologies that could be used for this development were also evaluated. Air source heat pumps providing heating and cooling are viable for this development and are proposed.

With the application of air source heat pumps (ASHP) providing heating or cooling to all occupied rooms, the building will achieve 14.8% reduction in regulated carbon emissions. An addition of approximately 90 m<sup>2</sup> of south facing photovoltaics will be required to meet the overall 35% carbon reduction requirement.

The Council's Sustainability Officer raises no objection to the proposed energy strategy but considers that further details are required prior to starting development. A condition is therefore recommended requiring full details of the specification and location of the low and zero carbon technology set out in the energy strategy.

Subject to this condition, it is considered that the scheme will have satisfactorily addressed



the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1 and EM1 of Hillingdon Local Plan Part 1 and the NPPF.

#### **7.17 Flooding or Drainage Issues**

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

The site is located in Flood Zone 1. A Surface Water Drainage Strategy has been submitted in support of the application with the proposal. The Flood and Drainage Officer considers that the drainage strategy has adequately demonstrated that surface water can be managed on site. However some more information is needed, including a management and maintenance plan of the sustainable urban drainage.

It is considered that in the event of an approval, any outstanding issues can be addressed by the imposition of a suitably worded condition, requiring the submission and implementation of a scheme for the provision of sustainable water management, including a demonstration of how the surface water is controlled and managed on site, following the strategy set out in the Surface Water Drainage Strategy by Glanville Consultants ref: CV8161321/DB/ES/004 dated February 2017.

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

#### **7.18 Noise or Air Quality Issues**

##### **NOISE**

The noise source from the external plant has not been assessed. The Environmental Protection Unit has advised the inclusion of two conditions to ensure that construction activities and operational plant can co-exist without detriment to residential amenity to the nearest residential dwellings. As such, conditions requiring a scheme for control of plant/machinery noise and a construction management plan, including dust control measures are recommended in the event of an approval.

##### **AIR QUALITY**

The site does not fall within an quality management area.

#### **7.19 Comments on Public Consultations**

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

Impact of construction activities are covered by separate legislation administered by Environmental Health.

There will be no relocation of the bus stand as a result of the development proposals.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation

open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. This saved UDP policy is supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority. The comments received indicate that there is no need for contributions or planning obligations to mitigate the impacts of the development.

The construction costs of the proposed Skin Treatment Centre does not trigger the requirement for a construction training contribution. In the event of an approval, it is intended to secure the implementation and review of the amended Travel Plan by condition

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

##### **SCREENING REQUEST**

A screening request was submitted to the Council on the 25th November 2016, outlining that the proposed development does not meet the criteria set out within Schedule 3 of the Environmental Impact Assessment (EIA) Regulations and, therefore, it is not likely to give rise to significant effects requiring an EIA.

The Council provided a response on the 4th January 2017 and stated that by using the selection criteria outlined in Schedule 3 of the Regulations the application does not require an EIA.

##### **ENVIRONMENTAL ISSUES**

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

### **8. Observations of the Borough Solicitor**

#### **General**

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

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

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

#### **Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

The proposal represents an opportunity to provide modern healthcare facilities within an established health care setting. The proposal is on land currently used for car parking and involves areas that were previously occupied by the hospital buildings prior to their demolition in 2008. As such, the current proposal is in part on previously developed land in the Green Belt.

The Mayor considers that the identified need, lack of suitable alternative sites, operational synergy between the two interconnected units and the established use of the site for health care, all in combination constitute very special circumstances which outweigh the harm that may be caused to the Green Belt.

Furthermore, as the proposed building is only one storey in height, its impact on the openness of the Green Belt is limited. It is not considered that the proposal would increase

the built up appearance of the site or have a detrimental impact on the character and appearance of the Green Belt .

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

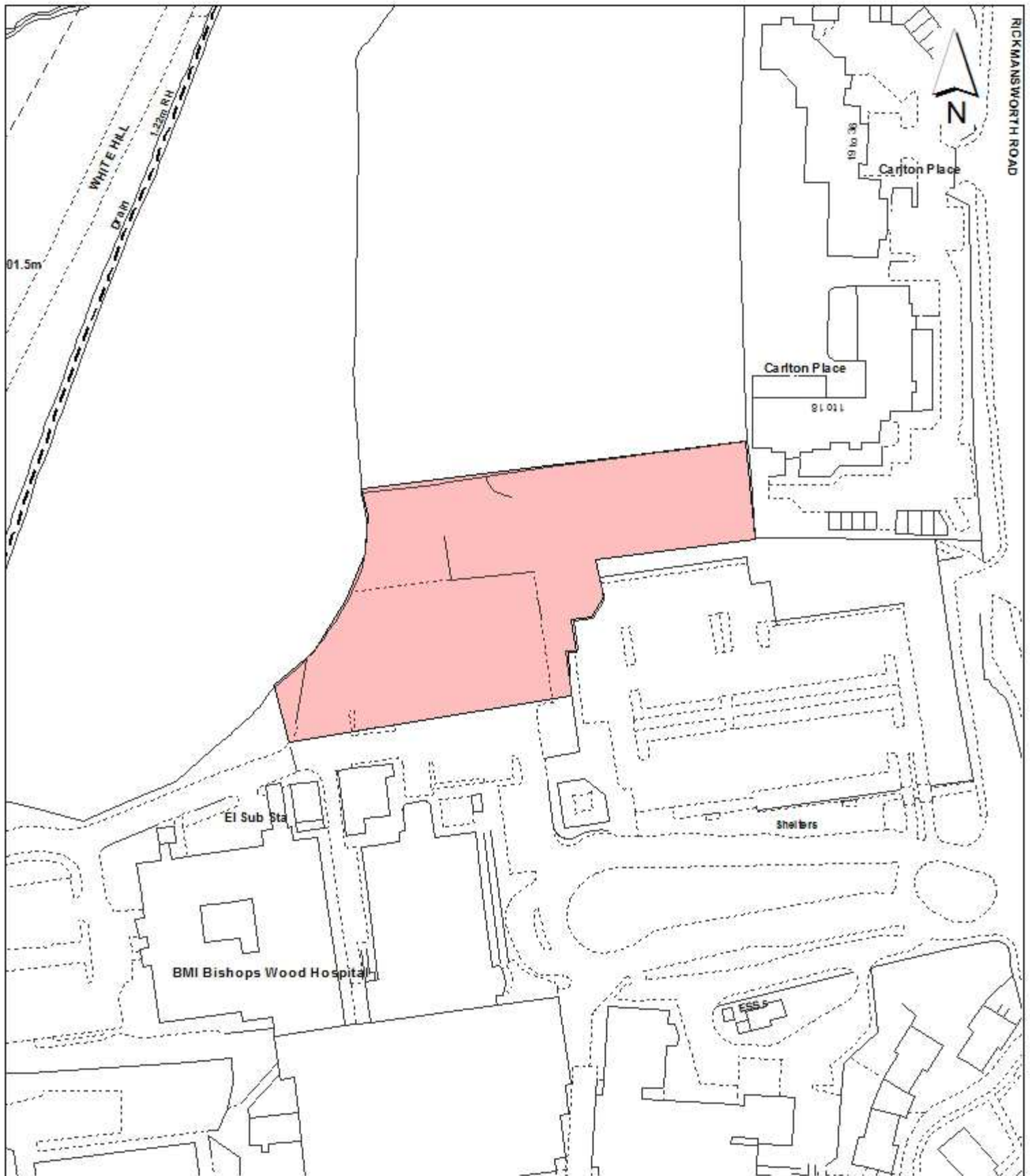
Accordingly, approval is recommended.

#### **11. Reference Documents**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2016  
National Planning Policy Framework (NPPF)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Mount Vernon Hospital**

**LONDON BOROUGH OF HILLINGDON**

**Residents Services Planning Section**

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

Planning Application Ref:

**3807/APP/2017/741**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 55

Date:

**May 2017**



**HILLINGDON**  
LONDON

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## Report of the Head of Planning, Sport and Green Spaces

<b>Address</b>	SITE OF FORMER BLUE ANCHOR PH PRINTING HOUSE LANE HAYES
<b>Development:</b>	Redevelopment of vacant site to provide a part 2, part 3 and part 4 storey building comprising 1,444 sq.m B1 office floorspace, associated parking together with hard and soft landscaping.
<b>LBH Ref Nos:</b>	2734/APP/2016/4592
<b>Drawing Nos:</b>	Arboricultural Impact Assessment Flood Risk Statement and Sustainable Drainage Strategy Landscape Strategy and Maintenance Schedule Sustainability & Energy Statement Transport Statement Proposed Landscape Plan PHL P16 02 PHL P16 03 PHL P16 04 Rev. A PHL P16 05 Rev. A PHL P16 06 Rev. A PHL P16 07 Rev. A PHL P16 08 Rev. A PHL P16 01 LOCATION PLAN Planning Design and Access Statement December 2016 Air Quality Assessment Transport Statement Addendum

**Date Plans Received:** 21/12/2016

**Date(s) of Amendment(s):** 21/12/2016

**Date Application Valid:** 28/12/2016

### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide a new office (Use Class B1(a)) of 1,444 sqm, associated undercroft parking for 11 vehicles together with a scheme of soft landscaping.

The application relates to the site of the former Blue Anchor Public House located on the eastern side of Printing House Lane. The Public House was demolished in 2013 and the site is currently being used for car parking and motor vehicle sales. The site is located within the Printing House Lane/Blyth Road Industrial Business Area and forms part of a Strategic Industrial Location and Preferred Industrial Location as identified in the Hillingdon Local Plan: Part One - Strategic UDP Policies (November 2012).

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site and the wider area. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units. It would not lead to a significant increase in traffic and is therefore considered acceptable in terms of its impact on the highway network.

The development proposals accords with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is

recommended subject to conditions and the completion of a S106 Legal Agreement.

## **2. RECOMMENDATION**

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

**A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008,**

**B) 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:**

- 1. Highway Works: S278/S38 for required Highways Works**
- 2. Construction Training: A financial contribution to the sum towards training costs of £2500 per £1m build cost or an in kind scheme to be provided of an equivalent value; plus Coordinator Costs of up to - £9,600 per phase.**
- 3. Employment Training Initiatives**
- 4. Refuse & Delivery Management Scheme**
- 5. Travel Plan Statement**

**C) 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.**

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

**E) If the Legal Agreements have not been finalised by 31st August 2017 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

**'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Travel Plan), construction training, employment training, project management, refuse and delivery management scheme, works to the canal towpath, a public realm improvement contribution, off-site sustainability contribution and project management and monitoring fee). The proposal therefore conflicts with 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 the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'**

**F) 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.**



**G)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, numbers:

PHL/P16/01 - Location Plan;  
PHL/P16/02 - Topographic Survey;  
PHL/P16/03 - Proposed Block Plan;  
PHL/P16/04 Rev A - Proposed Site Layout;  
PHL/P16/05 Rev A - Proposed Ground to Third Floor Plans;  
PHL/P16/06 Rev A - Proposed Roof Plan and Cross Section;  
PHL/P16/07 Rev A - Proposed West Elevation;  
PHL/P16/08 Rev A - Proposed North South and East Elevation  
Proposed Landscape Plan

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

**REASON**

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

**3 COM5 General compliance with supporting documentation**

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

Planning, Design and Access Statement December 2016;  
Transport Statement November 2016 and Transport Statement Addendum March 2017;  
Flood Risk Statement and Sustainable Drainage Strategy December 2016;  
Arboricultural Impact Assessment December 2016;  
Landscape Strategy and Maintenance Schedule December 2016;  
Air Quality Assessment December 2016;  
Sustainability and Energy Statement December 2016;

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 provisions of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**4 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces,

including details of glazing, decorative brickwork, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins, external terracing and ramps 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 plus maintenance plans.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **5 COM8 Tree Protection**

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

#### REASON

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

#### **6 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position

to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

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

#### REASON

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

#### **7 COM9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Electric car charging point(s)
  - 2.c Means of enclosure/boundary treatments (including boundary treatments along Printing House Lane boundary)
  - 2.d Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as furniture)
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.

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 (2016).

**8 COM15 Sustainable Water Management**

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

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

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

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

**9 NONSC Roof Plan/PVs**

Prior to commencement of development, full details and specifications of the PV panels described in the Sustainability and Energy Assessment (December 2016) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a roof plan, elevations and designs showing the inclusion of the panels on the roof.

Thereafter the development shall not be carried out other than in accordance with the approved details.

Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

**10 COM6 Levels**

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

REASON

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

**11 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.

**12 COM14 No additional internal floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**13 N12 Air extraction system - noise and odour**

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15.

**14 NONSC Construction Environmental Management Plan**

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. 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. 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 in accordance with policy OE5 of the Hillingdon Local Plan (November 2012) and London Plan (2016).

#### **15 NONSC Towpath Access**

Notwithstanding the landscaping shown on the submitted Proposed Landscape Plan, prior to commencement of the landscaping works, the applicant shall submit for approval by the Council a detailed plan showing that the proposed works would not adversely impact upon access to the Grand Union Canal towpath via the steps to the south of the site. Landscaping works shall be delivered in accordance with this additional information.

Reason: To protect access to the Blue Ribbon Network in accordance with policy 7.27 of the London Plan.

### **INFORMATIVES**

#### **1 I52 Compulsory Informative (1)**

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

#### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H8	Change of use from non-residential to residential
LE1	Proposals for industry, warehousing and business development

LE2	Development in designated Industrial and Business Areas
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
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal

### 3

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count

against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

b) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

c) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

d) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

#### **4**

The Council's Waste Management Officer has provided the following guidance:

a) The proposal is for a commercial unit. The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

b) As the producers of waste from a commercial premises the occupiers have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection. A sufficient number of containers are shown.

c) 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).

d) 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.

#### **5**

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).

## 6

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

## 7

1. The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer ([toby.pearce@canalrivertrust.org.uk](mailto:toby.pearce@canalrivertrust.org.uk)) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)

2. The applicant/developer is advised that any oversail, encroachment or access to the Canal & River Trust's land requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required agreement. ([Jonathan.Young@canalrivertrust.org.uk](mailto:Jonathan.Young@canalrivertrust.org.uk))

## 8

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

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application relates to the site of the former Blue Anchor Public House located on the eastern side of Printing House Lane. The Public House was demolished in 2013 and the site is currently being used for car parking and motor vehicle sales. The site is presently laid out with hardstanding and is enclosed by a 2.0 metre high metal chain link fence.

The site is bounded to the north by a four storey office/industrial building (Appin House). To the east of the site along Stewart Quay there are equivalent two storey warehouse structures. The site is bounded to the immediate south by the Grand Union Canal and a band of mature trees with Green Belt land to the west of Printing House Lane.

The surrounding area is mixed use and contains a number of existing multi storey warehouse and office buildings. The site is located within the Printing House Lane/Blyth Road Industrial Business Area and forms part of a Strategic Industrial Location and Preferred Industrial Location as identified in the Hillingdon Local Plan: Part One - Strategic UDP Policies (November 2012). The site has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

This application seeks full planning permission for the redevelopment of the site to provide a new office (Use Class B1(a)) of 1,444 sqm, associated undercroft parking for 11 vehicles together with a scheme of soft landscaping. The new office building would utilise a contemporary design to provide modern office accommodation. There have been pre-application discussions on the proposals that have contributed towards the final submission. The proposed scale and height of the building is reflective of the adjoining built environment with the maximum height of the development consistent with the adjoining Appin House to the immediate north of the site. The proposed building reduces from 4 storeys to 2 storeys adjacent to the Canal boundary. A landscaped garden has been introduced at the southern end of the development that serves to soften the impact of the proposed development on the Grand Union Canal.

The scheme proposes a total of 11 car parking spaces and included within these spaces are 2 disabled parking spaces. The scheme proposes 29 cycle parking spaces secured within the building and adjacent to the undercroft parking area. Access arrangements from Printing House Lane will be improved to provide better turning facilities into and out of the site.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The site formally contained the Blue Anchor Public House which was demolished in 2013. The site has intermittently being used for car storage and car sales over the past number of years.

## **4. Planning Policies and Standards**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- H8 Change of use from non-residential to residential
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- 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
- R16 Accessibility for elderly people, people with disabilities, women and children
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 3.3 (2015) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential

LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding costal

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **6th February 2017**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 16 adjoining premises on 12/01/17. The application was also advertised by way of site and press notices.

A single response to the proposal has been received that has raised the following concerns:

- Traffic Safety. It is considered that the intensity of use brought by such a large commercial development at this location will increase traffic movement at an already busy intersection. Reduced visibility for emerging vehicles from our site caused by emerging vehicles from the proposed undercroft parking to the offices, and the poor visibility for vehicles travelling north along Printing House Lane will lead to increased risk of a serious accident occurring at

this location;

- Parking provision in this locality is already exceptionally low. The inevitable pressure brought to bear by additional parking associated with this development will put unacceptable pressures on on-street parking and increase risk of accidents.

- The proposed development is considered an overdevelopment of this small site, and entirely out of keeping with the local built environment.

- The proposed offices will add unwanted office space to an area already well served with vacant offices and take another site out of industrial use at a time when such land is becoming increasingly scarce in west London.

We hope you will consider this objection when considering the subject application and move to reject it.

Case Officer's comments:

Highways, parking, the principle of an office use and design considerations are covered within the body of the report.

#### CANAL AND RIVER TRUST

The main issues relevant to the Trust with respect to this application are:

- a) Impact on the character and appearance of the waterway corridor.
- b) Access to and additional use of the Grand Union Canal towpath.

On the basis of the information available our advice is that suitably worded conditions are necessary to address these matters. Our advice and comments are detailed below:

The Character and Appearance of the Waterway Corridor:

Given the height of the site above the canal, and the proposed inclusion of the canal-side terrace, we consider that the development will not impose too greatly upon the canal corridor. The ground floor car parking facing the canal, which we are usually keen to discourage, is unlikely to be visible from the towpath. The canal-side elevation is highly glazed which, despite the set-back, should help with passive surveillance and security of the bridge hole and access point.

The site is currently screened to a large extent by trees to the south of the site on the Trust's land. We note that the Landscape Strategy suggests removing 2 large limbs of the poplar trees. However, the Arboricultural Impact Assessment recommends no work to tree G3 Lombardy poplar. We would want to see all tree and root protection to be carried out as described in the Arboricultural Impact Assessment and we consider that the Council should secure compliance with it through an appropriately worded planning condition, in the interests of visual amenity and biodiversity.

In addition, the applicant should consult the Trust's Code of Practice for Works affecting the Canal & River Trust before undertaking any work to the trees on or potentially affecting our property. We suggest that an informative is appended to the decision notice, if planning permission is granted, to alert the developer/applicant to this. We welcome the additional planting that is proposed, as this will further help to screen the site. Although largely ornamental in nature, the planting scheme seems reasonably well considered, and appropriate. We do, however, question whether the *Calamagrostis* and *Verbena Bonariensis* will thrive in the shade of the retained mature trees.

Access to and additional use of the Grand Union Canal towpath

We consider that the proposed fence line at the south of the site, as shown, for example, on the

Proposed Landscape Plan, appears to restrict access to the existing towpath access point on Printing House Lane. We expect that this is not what the applicant intends but we require further details to ensure that there is no restriction, in accordance with policy 7.27 of the London Plan. We would suggest that this could be addressed through a suitably worded planning condition, which we have suggested below.

The Council will be aware that the towpath is to be improved as part of the Quietway improvements taking place between Paddington and West Drayton. The improvements here involve widening the path to 2m tar-spray and chip surface and improving the surface of the ramp to the west of the site to match, levelling out the height difference at the bottom of the ramp where it joins the towpath, plus vegetation works. There are no improvements proposed for the steps to Printing House Lane. We consider that there would be benefit in investigating what improvements could be made to the steps through planning obligations or CIL secured through this development, for example the addition of a wheeling ramp, which would allow those that wanted to, to avoid crossing the road to the ramp on the other side. We would be happy to discuss this matter further with the Council.

#### Flood Risk Assessment

Section 4.6.1 of the FRA refers to British Waterways. The Canal & River Trust has now taken on the functions on British Waterways. We note that the applicant proposes to install attenuation tanks to manage surface water run-off. We expect that the Council will require a maintenance plan, and compliance with it, through an appropriately worded planning condition. We consider that the following planning conditions are required to make the development acceptable in planning terms. We would ask that the Council consult the Trust on additional information submitted by the applicant in relation to these conditions.

#### Recommended Conditions

Any works to or affecting trees on or adjacent to the site shall be undertaken in accordance with the submitted Arboricultural Impact Assessment, unless otherwise agreed in writing by the Council.

Reason: In the interests of the appearance and biodiversity of the Blue Ribbon Network.

Notwithstanding the landscaping shown on the submitted Proposed Landscape Plan, prior to commencement of the landscaping works, the applicant shall submit for approval by the Council a detailed plan showing that the proposed works would not adversely impact upon access to the Grand Union Canal towpath via the steps to the south of the site. Landscaping works shall be delivered in accordance with this additional information.

Reason: To protect access to the Blue Ribbon Network in accordance with policy 7.27 of the London Plan.

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

"The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer ([toby.pearce@canalrivertrust.org.uk](mailto:toby.pearce@canalrivertrust.org.uk)) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

"The applicant/developer is advised that any oversail, encroachment or access to the Canal & River Trust's land requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required agreement. ([Jonathan.Young@canalrivertrust.org.uk](mailto:Jonathan.Young@canalrivertrust.org.uk))."

Case Officer's comments:

Conditions requiring compliance with the Arboricultural Impact Assessment are recommended. A

contribution towards enhancements to the canal side area is recommended as a requirement within the S106 that accompanies any consent. Recommended informatives to be attached to any planning consent.

### **Internal Consultees**

#### **FLOOD AND WATER MANAGEMENT OFFICER (COMMENTS ON REVISED FRA)**

The site is located in Flood Zone 1 according to the Environment Agency Flood Maps. The site is adjacent to the Grand Union Canal corridor identified as a Strategic Waterway in the Hillingdon Local Plan and the development proposes to enhance the corridor by providing a soft landscaped garden area to the south of the site adjoining the canal. A Flood Risk Statement and Sustainable Drainage Strategy by Ardent Engineers ref: 162990-01 dated December 2016 has been provided. This demonstrates that surface water can be effectively managed on site.

#### **Comments on the Planning Application**

The Surface Water Drainage Strategy produced by Ardent Engineers ref; 162990-01 dated December 2016 shows that a suitable sustainable scheme can be provided on site.

- The garden area will enhance the canal corridor and will also open up the area making it more attractive and safer for users.
- Some consideration has been given to different SuDS techniques. An attenuation tank together with oversized sewers is considered to be the most suitable.
- Surface water drainage will be treated using a system such as a downstream defender prior to discharging to the sewer.
- Discharge will be restricted to 5l/s providing at least 50% betterment of existing runoff rates. To achieve this a maximum attenuation volume of 22m<sup>3</sup> is required. An attenuation tank will be installed under the car park.
- Connecting to the surface water sewer option B is preferred as this will provide easier access to the underground drainage network.
- A private management company will be set up maintain the surface water drainage system.
- The drainage strategy has been included in Appendix F Drawing No. 162990-01.

#### **Additional information needed**

- A living roof would bring surface water attenuation as well as additional amenity and biodiversity benefits to the development and should be installed. If not this will need to be justified.
- The development could also utilise rainwater collection methods for re use in the garden area.
- The management and maintenance strategy for the lifetime of the SuDS needs to be provided.
- A drawing showing all drainage pipes and SuDS techniques needs to be provided.

#### **Case Officer's comments:**

An appropriate condition will be attached to any planning decision requiring the submission of additional information to secure the SUDS requirements for this site.

### **ENVIRONMENTAL PROTECTION UNIT**

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. The following condition is recommended:

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 and provide adequate sound insulation between commercial and residential units. The noise assessment/sound insulation scheme must satisfy or exceeding the standards laid by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings. 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.

#### Control of plant/machinery noise

The following condition is recommended:

All plant and/ or machinery hereby approved shall provide a comprehensive scheme for the control of noise emanating from the site, or from other sites from causing noise nuisance to future occupiers of all habitable areas of the development. An Environmental Noise Survey will need to be carried out by a suitably qualified acoustic consultant and must be carried out to the standards laid out in BS 4142: 1997 (Method for rating industrial noise affecting mixed residential and industrial areas). The scheme shall include such combination of measures as may be approved by the LP A. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### Construction Phase

With respect to dust emissions during the construction phase, the following condition is recommended:

Development shall not begin until a scheme for protecting adjoining premises from dust emitted from the construction works, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

Reason: It is known that dust from construction works can cause nuisance by soiling surfaces and other articles in and about buildings. Dust can also cause irritation such as irritation to the eyes, nose, and throat. There is growing evidence and concern that dust, especially the very small and fine dust particles, can cause or exacerbate respiratory ill-health.

#### Construction Environmental Management Plan

The following condition is recommended:

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. 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. 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 in accordance with Policy OE5 of the Hillingdon Unitary Development Plan.

#### 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.

#### Case Officer's comments

Matters raised to be addressed through suitably worded conditions and informatives attached to any planning decision.

#### HIGHWAYS ENGINEER

##### General

The application site is that of the former Blue Anchor Public House. The site is located in the Printing House Lane/Blyth Road Industrial Business Area with industrial buildings immediately to the north and east of the site. To the south of the site is the Grand Union Canal, a Nature Conservation area of Metropolitan Importance. The site is currently being used for car sales, which is an unauthorised use.

The PTAL for the site is 3, which is considered moderate. Local buses can be accessed along Printing House Lanes.

The proposals involve the construction of 1,444 sq.m. of office space (Use Class B1), with an undercroft car park accommodating 10 parking spaces. The existing access would be widened to improve site accessibility.

##### Access

The proposals would make use of the existing site access, which would be widened to 4.8m. Due to the horizontal and vertical alignment along the section of Printing house Lane adjacent to the site, vehicular visibility would be sufficient for the proposed use.

The applicant should 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. Details of proposed boundary treatment within the pedestrian splays should be submitted in order to ensure that these requirements are met.

The applicant should enter into a legal agreement to fund all the works on the public highway related to the construction of the proposed crossover and carriageway reinstatement, as required for the creation of the proposed access.

#### Parking

Pre application advice indicated that, in light of the observed PTAL, the provision of 12 parking spaces for 1400 sq.m. of office space would be sufficient. Considering that the currently proposed GFA, 1444 sq.m. is similar to what put forward during the pre-application process, it can be concluded that 12 parking spaces should be provided as part of the development.

The applicant should therefore consider the provision of 2 additional parking spaces. A total of 2 parking spaces should be designed for use by blue badge holders. The provision of bicycle storage for 29 parking spaces is considered in line with Council's standards.

#### Delivery and Servicing

The transport assessment should provide some details of the proposed delivery and servicing arrangements and determine the suitability of the proposed layout to accommodate such activities.

#### Traffic Impact

It is noted that some of the comparison sites used to derive the trip rates included in the Transport Assessment are located in Central London, specifically sites no. 2 (Holborn Circus), 3 (The Broadway, Wimbledon), 4 (St Olav's Court, Rotherhite) and 5 (Broughton Street, Nine Elms). All these sites (4 out of 5, have a greater PTAL compared to the application site. Also, the parking ratios of these developments are unknown.

As a result, it is considered that the proposed trip rates might underestimate the future trip generation. On the other hand, due to the size of the proposed development, it is accepted that future flows generated by the development are unlikely to have a severe impact on local traffic operations.

#### Case Officer's comments:

In response to Highway Engineer comments, the applicant has submitted revised drawings that shows the provision of a total of 11 parking spaces within the undercroft area. This represents an increase of 1 parking space to serve the proposed development. Having considered the revised methodology set out in the Transport Addendum (March 2017) it is considered that the provision of 11 parking spaces would be acceptable to the Local Planning Authority.

With respect to visibility splays, a condition will be imposed on any planning decision requiring the submission of additional information on the boundary treatments for the site.

#### LANDSCAPE OFFICER

The site was formerly occupied by the Blue Anchor PH, which has been demolished, cleared and is currently used for car sales. It is situated immediately to the north-east of the stepped access from the canal towpath at the junction of the Printing House Lane over bridge and the Grand Union Cana

#### Comment

This site has been the subject of previous applications and pre-application discussion. The area to the east is covered by TPO 134. However, there are no protected trees close to this site. To the south of the site, trees on the canal embankment make an important contribution to the character and appearance of the area.

A Tree Report by Challice Consulting has assessed the condition and value of the nine closest off-site trees. There are no 'A' grade (good) trees, 2 are grade 'B' (moderate) and 7 are 'C' (poor). The report concludes (clause 14.1) that there will be no significant impact on the trees, although some minimal pruning will be undertaken to facilitate the construction work. Further to this, an Arboricultural Method Statement has been provided (clause 15.0) and the arboricultural consultant will be present at a pre-commencement meeting.

The submission includes a Landscape Plan by Judy Rawlings, which features a small paved garden which will act as a buffer between the proposed building and the canal embankment. This amenity space will have seating and will provide a sheltered and attractive amenity space overlooking the canal. The Plan is supported by a detailed Landscape Strategy and Maintenance Schedule.

#### Recommendation

No objection subject to Conditions COM4, COM8 AND COM10.

#### SUSTAINABILITY OFFICER

The Energy Strategy confirms the development will comply with the London Plan and should contribute the necessary CO2 reductions. I therefore have no objections to the proposed development subject to the following condition:

#### Condition

Prior to commencement of development, full details and specifications of the PV panels described in the Sustainability and Energy Assessment (December 2016) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a roof plan, elevations and designs showing the inclusion of the panels on the roof. The development must proceed in accordance with the approved details and specifications unless agreed in writing with the Local Planning Authority.

#### Reason

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

#### CONSERVATION AND DESIGN OFFICER (COMMENTS ON AMENDED SCHEME)

This new office development is sited in an important canal side location. Its overall design, and the landscaped setting fronting the canal, have been amended over a number of weeks. It is considered that the scheme as submitted on 30.3.2017 is now acceptable in design terms.

#### WASTE OFFICER

An area has been allocated for waste storage which is good practice. The waste arising from the premises would be commercial waste. The producers of the waste have a duty to store it safely until collected by a licensed waste carrier. This is being met by the waste storage area shown. The waste producers would have to make an arrangement with a private contractor, who is a licensed waste carrier for the collection of the waste.

## ACCESS OFFICER

The proposed development raises no concerns from an accessibility standpoint.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

The application site is located within the Blyth Road/Printing House Lane Industrial Business Area (IBA) and the site is also located within a Strategic Industrial Location (SIL) which is protected by Policy 2.17 of the London Plan. The application site has a current authorised use as a Public House (which has since been demolished). Whilst an unusual use within an IBA, the former pub was considered to be ancillary to the IBA serving the needs of the local workforce.

Saved Policy LE2 of the Council's Local Plan: Part Two Saved UDP Policies (November 2012) states that Industrial Business Areas (IBA) are designated and protected for business, industrial and warehousing purposes (Use Class B1-B8) and for Sui Generis uses that would be appropriate in an Industrial Area.

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

It is considered that the provision of 1444sqm of office floorspace would satisfy the requirements of Policy LE2 of the Council's Local Plan: Part Two Saved UDP Policies (November 2012) and Paragraph 17 of the National Planning Policy Framework.

The principle of the proposal is therefore deemed acceptable.

#### **7.02 Density of the proposed development**

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

Conservation Areas

The site is not located within a Conservation Area.

Listed Buildings

There are no listed buildings in close proximity to the site.

#### **7.05 Impact on the green belt**

The land on the opposite side of Printing House Lane to the site is designated as Green Belt. It is considered that the proposed development would not detract from the open character of the adjoining Green Belt being of a scale and form comparable with existing development in Printing House Lane and the wider IBA. The contemporary design of the building would not have a detrimental impact on the character and appearance of the adjoining Green Belt land.

#### **7.07 Impact on the character & appearance of the area**

Policy BE25 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical

and landscape features and provision of new planting and landscaping in development proposals.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations.

It is considered that the design concept proposed would secure a visual improvement to the Blyth Road/Printing House Lane Industrial Business Area. It is considered that the scale and height of the development is reflective of the existing character of the area. The design concept incorporates varying external material finishes including yellow brick (London stock), red brick and a horizontal fibre cement cladding. It is noted that the proposed development is stepped forward of the established building line along Printing House Lane and this is due to the site orientation and the restricted area of the site, however the height of the development is consistent with the adjoining Appin House. It is noted that the development is 'stepped in' from the canal end of the site on the upper floors. External terraces are proposed for the office floorspace at second and third floor levels.

Throughout the pre-application discussions, there were concerns surrounding the extent of built development within the site. The submitted application (after further revisions) has subsequently been remodelled with the scale of the development reduced and an attractive green space proposed between the development and the adjoining Grand Union Canal.

It is considered that the proposed development adopts a contemporary approach and the scheme is compliant with the requirements of Policies BE13, BE19, BE25 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and policies 7.1 and 7.6 of the London Plan (2015).

#### Impact on the Canal

The Canal and River Trust (CRT) have not raised any concerns over the impact of the proposals on the adjacent Grand Union Canal. It is considered that given the height of the site above the canal, and the proposed inclusion of the canal-side terrace, the proposed development would have an appropriate relationship with the canal corridor.

#### **7.08 Impact on neighbours**

It is considered that the proposed development is located within an Industrial Business Area. The area is characterised by offices and warehouse buildings with no vacant sites evident in the immediate vicinity of the site. Whilst it is noted that the site is located within the Hayes Housing Zone, there are no residential units within the immediate vicinity of the site. It is thus considered that the proposed development would not have an impact on existing or proposed residential amenity within the Hayes Town Centre area.

#### **7.09 Living conditions for future occupiers**

The proposal is for an office building, accordingly there will be no future residential occupiers.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

##### General

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance

with the Council's adopted Car Parking Standards.

The PTAL rating for the site is 3, which is considered moderate. Local buses can be accessed along Printing House Lanes.

The proposals involve the construction of 1,444 sq.m. of office space (Use Class B1), with an undercroft car park accommodating 11 parking spaces. The existing access would be widened to improve site accessibility.

#### Access

The proposals would make use of the existing site access, which would be widened to 4.8m. Due to the horizontal and vertical alignment along the section of Printing house Lane adjacent to the site, vehicular visibility would be sufficient for the proposed use.

#### Parking

Pre application advice indicated that, in light of the observed PTAL, the provision of up to 12 parking spaces for 1400 sq.m. of office space would be sufficient. Considering that the currently proposed GFA, 1444 sq.m. is similar to what was put forward during the pre-application process.

In response to Highway Engineer comments, the applicant has submitted revised drawings that shows the provision of a total of 11 parking spaces within the undercroft area. Having considered the revised methodology set out in the Transport Addendum (March 2017) it is considered that the provision of 11 parking spaces would be acceptable to the Local Planning Authority.

#### Delivery and Servicing

The Addendum Transport Statement (March 2017) has provided some further information concerning details of the proposed delivery and servicing arrangements for the proposed development. It is considered that the vast majority of deliveries for small office developments would be made by transit van style vehicles and these vehicles would be able to manoeuvre within the proposed parking layout. It is considered that given the restricted scale of the overall development coupled with the manoeuvring capability within the undercroft parking area, the proposed development would have a negligible impact on traffic flows and traffic safety immediately adjacent to the site.

#### Traffic Impact

Due to the size of the proposed development, it is considered that future flows generated by the development are unlikely to have a severe impact on local traffic operations.

#### Cycle Parking

The provision of bicycle storage for 29 parking spaces is considered in line with Council's standards. The Council's Highway Engineer is satisfied with the quality and location of these facilities.

#### Mitigation Works

In order to mitigate the impact of the proposal on the local highway network, the Council's Highways Engineer has requested that the the applicant should enter into a legal agreement to fund all the works on the public highway related to the construction of the proposed crossover and carriageway reinstatement, as required for the creation of the proposed access.

### **7.11 Urban design, access and security**

#### Urban Design

It is considered that the contemporary design concept proposed would secure a visual improvement to the Blyth Road/Printing House Lane Industrial Business Area and the design approach is supported.

Security

A condition is imposed to ensure the development adheres to Secure by Design principles.

**7.12 Disabled access**

The Council's Access Officer has reviewed the submitted details and raised no objections to the development and the proposal is considered to be acceptable from an access perspective.

**7.13 Provision of affordable & special needs housing**

No residential units are proposed as part of this application. As such, this is not relevant to the application.

**7.14 Trees, landscaping and Ecology**

The Council's Landscape Architect has assessed the Arboricultural Method Statement, the Landscape Plan and the Landscape Strategy and Maintenance Schedule and supports the proposals and subject to the attachment of appropriate conditions they raise no objections.

**7.15 Sustainable waste management**

The Council's Waste Management Officer has reviewed the submitted details and subject to the attachment of a suitable informative raises no objection to the proposals.

**7.16 Renewable energy / Sustainability**

The Council's Sustainability Officer has reviewed the submitted details and subject to the attachment of an appropriate condition for the provision of Photovoltaic Panels has raised no objections to the proposal.

**7.17 Flooding or Drainage Issues**

The Council's Flood and Water Management Officer has reviewed the submitted details and subject to the attachment of an appropriate condition has raised no objections to the proposal.

**7.18 Noise or Air Quality Issues**

The Council's Environmental Protection Unit have reviewed the submitted proposals and subject to the attachment of appropriate conditions to cover noise mitigation, contamination and a Construction Environmental Management Plan have raised no objection to the development.

**7.19 Comments on Public Consultations**

The issues raised by the public consultation process have been covered within the body of this report. The Canal & Rivers Trust refer to a concern regarding one aspect of the landscaping plans implying a restriction in access to the towpath. A condition is imposed to ensure canal access is improved rather than restricted.

**7.20 Planning obligations**

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

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's

Unitary Development Plan.

The obligations sought are as follows:

1. Highway Works: S278/S38 for required Highways Works
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. Employment Training Initiatives
4. Refuse & Delivery Management Scheme
5. Travel Plan: to include £20,000 Bond

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £50,540.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £50,540.

#### **7.21 Expediency of enforcement action**

No enforcement action is required in this instance.

#### **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**

None

#### **10. CONCLUSION**

This application seeks full planning permission for the redevelopment of a vacant site to provide a part 2, part 3 and part 4 storey building comprising 1,444 sq.m B1 office floorspace, associated parking together with hard and soft landscaping.

The application relates to the site of the former Blue Anchor Public House located on the eastern side of Printing House Lane. The Public House was demolished in 2013 and the site is currently being used for car parking and motor vehicle sales. The site is located within the Printing House Lane/Blyth Road Industrial Business Area and forms part of a Strategic Industrial Location and Preferred Industrial Location as identified in the Hillingdon Local Plan: Part One - Strategic UDP Policies (November 2012).

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site and the wider area. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

The development proposals accords with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is

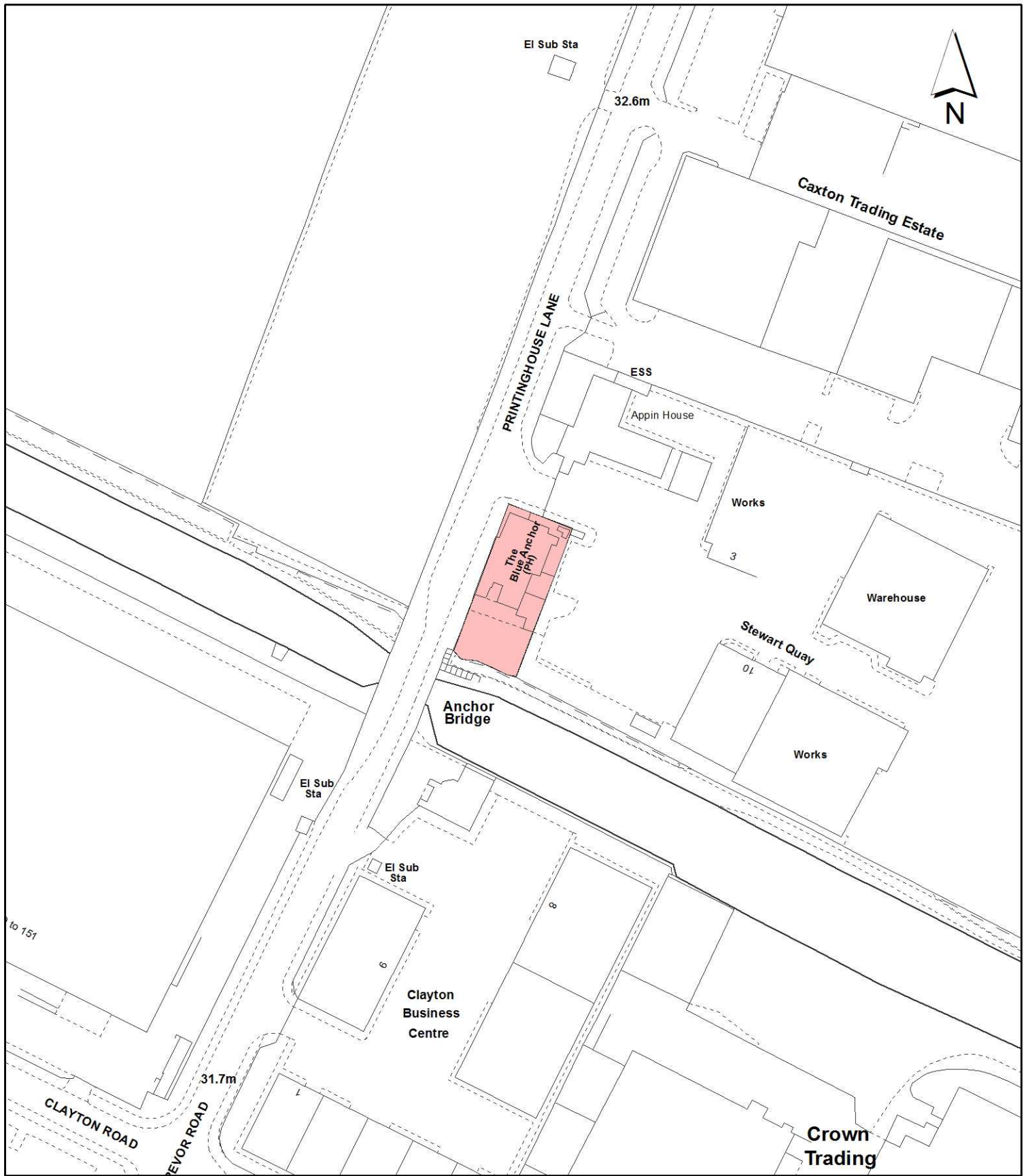
recommended subject to conditions and the completion of a S106 Legal Agreement.

#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design

**Contact Officer:** Noel Kelly

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Former Blue Anchor Public House  
 Printing House Lane**

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

Planning Application Ref:  
**2734/APP/2016/4592**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 85**

Date:  
**April 2017**



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## Report of the Head of Planning, Sport and Green Spaces

**Address** FASSNIDGE MEMORIAL HALL - R/O HIGH STREET UXBRIDGE

**Development:** Erection of part 4, part 7 and part 8 storey building to provide a replacement community dining facility and 80 (42 x studio and 38 x 1 bedroom) self contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping, following demolition of existing Fassnidge community dining hall and garage.

**LBH Ref Nos:** 12156/APP/2016/4647

**Drawing Nos:** 66 HS Planning Statement DEC 2016-min  
Site Location Plan  
Site Location Plan  
569-35-04 Rev\_B  
569-35-05 Rev\_B  
569-35-06 Rev\_B  
569-40-01  
569-35-03 Rev\_B  
569-00-002 Rev\_C  
569-00-003 Rev\_C  
569-00-004 Rev\_C  
569-00-005 Rev\_C  
569-00-006 Rev\_C  
569-00-007 Rev\_C  
569-00-008 Rev\_C  
569-00-000 Rev\_C  
569-00-001 Rev\_D  
569-00-001 Rev\_E

**Date Plans Received:** 23/12/2016                      **Date(s) of Amendment(s):** 28/04/2017  
**Date Application Valid:** 23/12/2016                      23/12/2016

### 1. SUMMARY

Planning permission is sought for a a part four, part seven, part eight storey building providing 80 self contained flats (42 x studios and 38 x 1-bedroom units) as well as the re-provision of the the existing community use that previously occupied the site.

The site has extant planning permission ref. 12156/APP/2014/3099 and ref. 12156/APP/2015/4166 for an almost identical development for a part four, part seven, part eight storey building comprising a replacement for the former community hall and 73 new residential apartments (40 studios and 33 x 1-bed units). Work has commenced on the approved scheme.

The current revised scheme creates an additional 7 flats (comprising 2 additional studios and 5 additional 1-bed units). This would be achieved by increasing the size of the 8th floor and through the internal reconfiguration of the previously approved 6th and 7th floors

The south-west facing part of the approved building retains the 4 storey stepped rearward

elevations closest to the High Street. The revised scheme therefore maintains the previously accepted form and relationship with the nearby Listed Building at 66 the High Street and with the Rockingham Bridge and the Old Uxbridge and Windsor Street Conservation Areas.

The proposed units would comply with the minimum standards prescribed by the London Plan (2016). The high proportion of one bedroom and studio units was considered acceptable under the extant permission due to its location within the Uxbridge Metropolitan Centre and close proximity to Uxbridge Tube Station.

10 affordable units are being provided across the development compared to the 8 affordable units provided under the extant consent. The overall mix of affordable units proposed in the current revised application comprising 5 x 1-bed units and 5 studios. The previous consent for 73 flats included 8 affordable units comprising 5 studios and 3 x 1-bed units). Therefore of the additional 2 studios and 5 x 1-bed units proposed in this revision 2 of the 1-bed units would be provided as affordable housing, which equates to approximately 35% of the target set out in Policy H2 of the Local Plan: Part 1 (November 2012) for a Financial Viability Assessment not to be required with this application. Whereas, officers could have requested a financial viability assessment to cover the whole development, there is a logic to the applicant's argument that if the Council were to use such a scenario to increase the overall affordable housing, it would not make commercial sense for the applicant to proceed with the proposed development. Nonetheless officers would not wish the current application to be used as a means to unreasonably extend timescales by which a review mechanism would apply, an 18 month only trigger is therefore proposed.

The new units are proposed to be car free. The site is located in an area with high public transport accessibility rating and close to local services and facilities. Car free development on this site has been accepted on the extant permission as such there is no objection in respect of highways and pedestrian safety. 3 disabled car parking spaces are being provided in the basement as well as 2 car parking spaces in relation to the community facility. Secure cycle parking and refuse storage is also included within the basement.

As per the previous approval, the scheme would provide a replacement community dining hall with a combined 255m<sup>2</sup> of modern floorspace flexibly designed and capable of accommodating a full range of compatible community uses and activities. A condition has been imposed to ensure that the community dining hall is built to 'shell and core' prior to occupation of the residential units within the scheme. It is considered that the proposal would provide an increase in modern and flexible community floor space.

The proposed development has been considered not to harm the appearance of the streetscene or the setting of adjacent grade II listed buildings. The proposal is considered not to have an adverse impact upon the nearby Rockingham Bridge Conservation Area to the south or Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site.

The height and bulk has not been considered to appear overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The design, height, bulk, and massing are similar to the previously consented scheme for the site under application ref. 12156/APP/2014/3099 and 12156/APP/2015/4166. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

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

It is recommended that the application be approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing Affordable Housing, Highways Works, a Servicing Management Plan, a formal Travel Plan, contributions towards public realm improvements to include but not be limited to the works identified within the PERS Audit, Construction Training and a Project Management & Monitoring Fee.

## **2. RECOMMENDATION**

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

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

**Non-monetary contributions:**

**i) Affordable Housing: Ten shared ownership units comprising five studios and five 1-bed units. Five of these units shall be wheelchair accessible and three shall be wheelchair adaptable.**

**ii) Affordable Housing Review Mechanism (18 month only)**

**iii) Highways Works S278/S38.**

**iv) A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.**

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

**vi) A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.**

**Monetary contributions:**

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

**viii) Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £109,503.**

**ix) Project Management & Monitoring Fee: a contribution equal to 5% of the total**

cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

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

D)If the Legal Agreements have not been finalised by 30th May 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 public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (July 2011).'

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, numbers:

- Site Location Plan
- Site Location Plan
- 569-35-04 Rev\_B
- 569-35-05 Rev\_B
- 569-35-06 Rev\_B
- 569-40-01
- 569-35-03 Rev\_B



569-00-002 Rev\_C  
569-00-003 Rev\_C  
569-00-004 Rev\_C  
569-00-005 Rev\_C  
569-00-006 Rev\_C  
569-00-007 Rev\_C  
569-00-008 Rev\_C  
569-00-000 Rev\_C  
569-00-001 Rev\_D  
569-00-001 Rev\_D

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

**REASON**

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

**3 COM5 General compliance with supporting documentation**

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

- Planning, Design and Access 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 that the development complies with the objectives of the Hillingdon Local Plan: Part Two Policies (November 2012)

**4 NONSC Non Standard Condition**

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 3.8 c and 3.8 d, is achieved and maintained.

**5 COM7 Materials (Submission)**

Within 8 weeks of this permission being granted details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with

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

Within 8 weeks of this permission being granted, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments
  - 2.c Hard Surfacing Materials
  - 2.d External Lighting
  - 2.e Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

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

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

**7 H16 Cycle Storage - details to be submitted**

Within 8 weeks of this permission being granted, details of covered and secure cycle storage for 87no cycle parking spaces and surface level visitor cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Local Plan:Part Two (November 2012) and Chapter 6 of the London Plan (2016).

**8 B21 Noise Insulation of Residential Development**

Within 8 weeks of this permission being granted, a sound insulation and ventilation scheme for protecting the proposed development from road traffic and nearby commercial premises shall be submitted and approved in writing by the Local Planning Authority. The scheme shall meet the Council's acceptable internal noise criteria as provided for in the Council's noise Supplementary Planning Document. Thereafter the scheme shall be maintained and implemented in full compliance with the above measures.

**REASON**

To safeguard the amenity of future occupiers in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two (November 2012).

**9 COM21 Sound insulation /mitigation**

Within 8 weeks of this permission being granted, a scheme for the control of noise transmission to the adjoining dining hall to the adjoining residential dwellings has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

**10 RES19 Ecology**

Within 8 weeks of this permission being granted, a scheme to protect and enhance the nature conservation interest of the site shall be submitted to and approved by the Local Planning Authority.

**REASON**

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

**11 H17 Washing of Construction Vehicles**

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

**REASON**

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two (November 2012).

**12 NONSC Non Standard Condition**

Within 8 weeks of this permission being granted, a waste management shall be submitted to and agreed in writing by the Local Planning Authority and thereafter retained on site and

managed for the duration of the development.

**REASON**

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two (November 2012).

**13 RES15 Sustainable Water Management (changed from SUDS)**

Within 8 weeks of this permission being granted, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

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

**REASON**

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

**14 NONSC Non Standard Condition**

Prior to first occupation of the residential accommodation hereby approved, the community dining hall (Class D1) hereby approved shall be completed to 'shell and core'. The shell and core finish shall be submitted as provided to the satisfaction of the future occupiers and in accordance with drawing 569-00-001 Rev\_D.

**REASON**

To ensure the community/social use is re-provided to a suitable standard, in accordance with policy 3.16 'Protection and enhancement of social infrastructure' of the London Plan (2016).

**15 COM7 Materials (Submission)**

Within 8 weeks of this permission being granted, details of all materials and external surfaces, including details of balconies shall 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 of the Local Plan: Part Two (November 2012)

### **16 COM9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  - 1.d Ecological Enhancement Measures
2. Details of Hard Landscaping
  - 2.a Means of enclosure/boundary treatments and balustrades
  - 2.b Hard Surfacing Materials
  - 2.c External Lighting
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

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

## REASON

To protect the visual amenity of the area and to enhance ecology, in compliance with 'saved' policy BE38 of the Local Plan: Part Two (November 2012) and policies 7.4, 7.6 and 7.19 of the London Plan (2016).

### **17 RES16 Water Efficiency**

No part of the residential development hereby approved shall be occupied until evidence has been submitted to the LPA confirming that the development has achieved not less than the internal water usage (WAT1) standards equivalent to Code for Sustainable Homes level 4 targets. Evidence requirements are detailed in the "Schedule of evidence required for Post Construction Stage from WAT1 of the Code for Sustainable Homes Technical Guide". Evidence must demonstrate an internal water usage rates of 105l/p/day which must be submitted to and approved by the Local Planning Authority, unless otherwise agreed in writing.

## REASON

In the interests of sustainability in accordance with policy 5.3 (Sustainable Design & Construction) of the London Plan (2016).

**18 COM25 Car Parking Layout**

Prior to occupation of the development, the car parking and service area will be marked out as shown on drawing No. 210 PL 209 Rev 01 and shall include two disabled spaces of which one shall be served by an electrical charging point.

Thereafter, the two disabled spaces shall be allocated for the sole use of disabled occupiers of the residential buildings (or disabled visitors to the building) and the remaining two parking spaces shall be allocated for the sole use of the community hall.

The parking spaces shall be used for no other purpose and the associated servicing area shall not be used for any parking purposes.

**REASON**

In order to meet the future needs and users of the development in accordance with 'saved' policy AM7 of the Local Plan (November 2012) and policy 6.13 of the London Plan (2016)

**19 NONSC Measures to Prevent Overlooking**

Notwithstanding the details submitted, within 8 weeks of this permission being granted, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens shall be submitted to and approved in writing by the Local Planning Authority prior to the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

**REASON**

To safeguard the amenity of future occupiers in accordance with 'saved' policy BE24 of the Unitary Development Plan (2012).

**20 NONSC SUD's**

Prior to the stage whereby construction works are at damp proof course level, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Drainage Statement (November 2015) and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

- iii. incorporate water saving measures and equipment.

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, conserves water supplies, and suitable infrastructure is in place to support and improve water quality in accordance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

#### **21 NONSC Air Quality 1**

A scheme designed to minimise the ingress of polluted air shall be submitted and approved in writing by the Local planning Authority by the stage whereby construction works are at damp proof course level. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

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

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

#### REASON

In order to safeguard the amenities of the area, in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012) and policy 7.14 of the London Plan (FALP 2015).

#### **22 NONSC Air Quality 2**

The details of any plant, machinery or fuel burnt, as part of the energy provision for each of the development shall be submitted to and approved in writing by the LPA by the stage whereby construction works are at damp proof course level. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

#### REASON

To safeguard the amenity of neighbouring properties in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

#### **23 NONSC Imported Soil**

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted to 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 the occupants of the development are not subject to any risks from soil contamination in accordance with 'saved' policy OE11 of the Unitary Development Plan' (2012).

#### **24 NONSC Traffic Noise Mitigation**

A scheme shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level for protecting the proposed development from road traffic noise and from the dining hall noise. 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 in perpetuity.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise or noise from the non-residential use in accordance with 'saved' policy OE5 of the Unitary Development Plan (2012) and policy 7.15 of the London Plan (FALP 2015).

**25 NONSC Works Adjacent to Public Footpath**

Prior to commencement of the development, detailed drawings for the proposed treatment, including boundary walls and planting, lighting and hardsurface materials, alongside the south eastern public footpath shall have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the proposed hard and soft landscaping and boundary treatment shall not exceed the height of the existing walls and shall include regular and even gaps to allow visual permeability and interest. 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 safeguard the visual amenity of the surrounding area in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

**26 NONSC Extract Systems - Community Hall**

No cooking shall take place in the community hall until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;
- (iv) A maintenance schedule;

Before commencement of the approved ground floor non-residential use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

**REASON**

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with 'saved' policy S6 of the Unitary Development Plan (2012).

**INFORMATIVES**

1 152 **Compulsory Informative (1)**



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

## **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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative 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
R1	Development proposals in or near areas deficient in recreational open space

R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.16	(2015) Protection and enhancement of social infrastructure
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
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LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture

LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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

### **5            11                        Building to Approved Drawing**

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

### **6            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            I21                    Street Naming and Numbering**

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

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

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

**9            I58                         Opportunities for Work Experience**

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

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

**10          I60                         Cranes**

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

**11          I28                         Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site is situated at the south eastern end of Harefield Road in close proximity to the south western end of Uxbridge High Street and occupies an area of 0.18ha to the rear of The Cedars and the Old Bank sites. The site itself is located approximately 350 metres from Uxbridge Underground station and falls within the Uxbridge Town Centre with the site located less than 100 metres from the defined Primary Shopping Frontage. The site maintains frontages to both the Harefield Road and the Oxford Road roundabout, whilst the rear of the site adjoins the pedestrian path alongside the Cedars car park.

The site is located to the rear of 'The Cedars', which is a three storey Grade II listed building fronting the High Street while the Fassnidge Memorial Hall currently occupies the site. The corner of 'The Cedars' adjoining the junction of the High Street and Harefield Road is stepped as a result of an adjoining building being demolished. The Hall comprises a portacabin building which functions primarily as a pensioners dining centre with capacity for 70 persons. It is also used as a venue for social activities and provides a range of services for the elder community. The land between 'The Cedars' and the Hall is gravelled and used for car parking, with landscaping around the site periphery.

The site falls in gradient along Harefield Road with the ground level adjacent to the Oxford Road roundabout being some three metres below that of the High Street. The site is bounded by a high brick wall adjacent to Harefield Road which steps down and reduces in height as the site slopes away from the High Street frontage to an area of embankment adjacent to the Oxford Road roundabout (Uxbridge Ring Road roundabout) to the southwest. A public right of way runs immediately outside the southern boundary of the site.

The site is located within the Uxbridge Metropolitan Centre and the north eastern most boundary of the site abuts the Old Uxbridge and Windsor Street Conservation Area, which extends from 'The Cedars' south eastwards towards the Underground station. The surrounding built environment is varied and reflects these designations with the buildings within the Conservation Area being typically two or three storeys in height and a number of buildings within the immediate vicinity of the site being listed. These include the 'Old Bank House' located at 64 High Street, 118 and 122-123 High Street, and the Falcon Public House (all are Grade II).

A number of multi-storey modern buildings are also located within the vicinity of the site. The Cedars car park and Telephone Exchange (both six storeys in height) are located to the south of the site. 'The Atrium' is a seven storey office block located on the opposite side of Harefield Road and to the north of 'The Atrium' lies a former cinema, which has been converted to a gym. The Uxbridge Court House, Police Station and retail warehouses are located to the north along Harefield Road, with two storey houses beyond. Flatted residential developments up to eight storeys in height are also located further west along the High Street and less than 80 metres to the south west of the site lies Fassnidge Park, a public park covering approximately 3.1ha as well as the Rockingham Bridge Conservation Area.

#### **3.2 Proposed Scheme**

The proposal seeks permission for the demolition of the existing Fassnidge community dining hall and garage, and the erection of a part four, part seven, part eight storey

development and the replacement of the community dining facility and 80 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas and landscaping.

The main entrance to the building is positioned on Harefield Road. 5no car parking spaces would be provided of which 3no would be disabled spaces for residents and 2no parking bays dedicated to the community hall with secure cycle parking at basement level. The remainder of the residential units would be car free which is to be secured through a Section 106 legal agreement.

Vehicle access to the site is proposed from the south eastern corner of the site. Level pedestrian access to the dining hall and the residential units is provided via the public footpath from the High Street.

The replacement community hall would be integrated within the envelope of the main building and provides some 255m<sup>2</sup> of floorspace located at ground floor level on the northern part of the site. Refuse collection for the hall is proposed to continue as existing with the refuse bins positioned and collected by the Council from Darren House on collection days (Mondays and Tuesdays).

The residential element of the development would provide 80 units (42 x studio and 38 x 1-bed). The proposed building would be set back from the street edge and range from four storeys to eight storeys in a stepped formation with the highest part of the development fronting Harefield Road.

The lowest part of the building would be located at its northern end adjacent to the rear boundaries of the listed properties fronting the High Street with the upper floors set back at strategic points from the building's outer edge to reduce the mass of the resulting structure. A new pedestrian access route into the site is to be positioned off Harefield Road in a central position of the site. The proposal would retain, the existing level access from the High Street along the north eastern boundary of the site whilst a new access to the south would provide vehicular access to the basement car park with a forecourt with space for larger servicing vehicles manoeuvring. Refuse and recycling facilities for the residential units would be provided within the basement of the building.

An upper floor roof terrace approximately 215sqm (on the northern element) would provide communal amenity space. Many of the flats would have access to their own private terrace or balcony.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

12156/APP/2016/4166

Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 73 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping

GRANTED SUBJECT TO SECTION 106 LEGAL AGREEMENT - 18/03/2016

12156/APP/2014/3099

Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4,

part 7, part 8 storey building to provide a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping.

GRANTED, SUBJECT TO CONDITIONS AND LEGAL AGREEMENT - 1/09/2014

The current scheme is very similar to the granted scheme in terms of its external appearance. The proposal retains the height and scale of the approved mixed use building with internal layout alterations and fenestration alterations only to reflect the increase in the number of proposed units. The main change is the increase in number of units from 48 to 73 which would be achieved by changing the housing mix from twelve 1-bed, thirty three 2-bed and three 3-bed to provide forty studio and thirty three 1-bed units. The level of affordable housing provision has also been doubled to reflect the change in the overall quantum of units within the scheme.

The extant permission is currently being built. The application does not seek to alter the community facility use would remain unchanged in this proposal.

The applicant has commenced development on site, however there are a number of commencement conditions that are outstanding, several are currently being considered others details have yet to be submitted.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

BE1 Development within archaeological priority areas

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE14 Development of sites in isolation

BE18 Design considerations - pedestrian security and safety

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative 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
R1	Development proposals in or near areas deficient in recreational open space
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
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LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice



- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.15 (2015) Water use and supplies
- LPP 5.17 (2015) Waste capacity
- LPP 5.18 (2015) Construction, excavation and demolition waste
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
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- NPPF10 NPPF - Meeting challenge of climate change flooding costal
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- NPPF4 NPPF - Promoting sustainable transport
- NPPF6 NPPF - Delivering a wide choice of high quality homes
- NPPF7 NPPF - Requiring good design

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **2nd February 2017**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

A site notice was displayed between 12/01/2017 and 02/02/2017.

Neighbouring residents were consulted between 10/01/2017 and 10/04/2017.

27no objection were received in relation to the application which are summarised below:

#### **HILLINGDON DRUG AND ALCOHOL SERVICES**

- Concern over the confidentiality of users of the centre;
- Concerns over noise and the impact of construction on the service;

#### **UNIQUE PUB PROPERTIES LIMITED**

Objection to the proposal by the freeholders and occupiers of the Bar Italia which operates a bar/nightclub operation which adjoins the application site. The close proximity of the proposed residential development to an established bar venue with a large licensed trade garden and the impact that approval for such a use is likely to have on the lessee's business the premises have the benefit of a late Licence until 3am. We are seriously concerned that the proposed introduction of residential use in such proximity to a well established bar and music venue which operates on a late licence could result in proposed future occupiers having no form of residential amenity as a result of the late night use on the opposite side of the road.

The adjoining premise raises serious concerns in relation to the introduction of residential units in close proximity to a well established bar and music venue which operates on a late licence could result in proposed future occupiers having no form of residential amenity as a result of the late night use on the opposite side of the road . Additionally it could put at risk the continued viability of the business due to complaints of noise nuisance and disturbance from the occupiers of the proposed residential units. The council are under an obligation to investigate the potential and likelihood of such complaints.

If such complaints are upheld there will inevitably be a restriction on the hours of use and/or noise emanating from the premises which will undoubtedly affect the viability of the business and possibly involve our lessee in additional costs in the provision of sound insulation consequent on the inappropriate and incompatible residential use of the site. In the circumstances I feel that a robust noise survey must be undertaken to determine whether in principle an additional residential development at the premises is appropriate. Notwithstanding the results of the noise survey the design and layout of the scheme should be reconsidered to take in to account the close proximity of the adjoining bar and music venue.

It is considered that the proposed planning application is unacceptable both in relation to the potential noise disturbance to be experienced by future occupiers and threat of privacy to the proposed dwellings. There is also concern in terms of damage to the existing business in the event of possible future Licence restrictions being placed on the licence of Bar Italia. We are aware that our Publican Marylebone Leisure also intends to lodge a formal objection to the proposal. We wholeheartedly support the objections raised.

COMMUNITY HALL & OLDER PERSONS LUNCHEON CLUB (Note: see officer comment comment on this matter at the end of the comments)

Howarth Homes & The Fassnidge Memorial Trust are working together on this building to provide a new amenity and luncheon club to replace the one demolished to make way for this development. Although the old Fassnidge Memorial Hall building was in need of repair it was a welcoming, sunny space with a high ceiling. The new hall is at the back of the new building with little natural light and will have a lower than originally planned ceiling reducing the natural light even more.

The proposed increase in the number of dwellings from the original 49 to 81 units without increasing the original planned height of the building will be achieved by lowering the ceilings on each floor to the minimum height allowed giving an unacceptable concentration of people in a small area. - Each unit will have only a single aspect overlooking either the Cedars Car Park, the black The Atrium office building on Harefield Road or traffic on The Oxford Road. This combined with low ceilings will give a poor quality of space. - The building is sited next to a roundabout on the Oxford Road which has been shown to have high levels of pollution caused by traffic. (Uxbridge Nitrogen Dioxide Levels Winter 2016/17 either side of the site: Crown Walk Oxford Road 77.41 pg/m<sup>3</sup> and Bucks New University Oxford Road 121.85 pg/m<sup>3</sup>. Source Hillingdon Green Party Research.) You can read their full report here <https://hillington.greenparty.org.uk/news/2017/01/29/scary-air-quality-readings-found-in-hillingdon/> To counter this the flats will have air conditioning and non opening windows but will have balconies. - The size of the roof garden has not been increased in line with the increase in number of dwellings.

Originally for 49 new dwellings and now 81 single bedroom or studio flats proposed but only 4 parking spaces (2 for disabled cars and 2 for staff working in the Community Hall) An issue that has not been addressed is where the new residents' visitors will park. - The general public is reluctant to pay for parking and the residents of Victoria Road and Bassett Road already experience problems parking in these streets after 5pm. The situation will get worse if planning permission is granted for the increased number of dwellings.. - Unadopted section of road opposite Frays Court, Victoria Road UB8 2TW has space for 5 cars to park for free in the centre of town and many people from outside our roads know about this. This means that the unadopted roadway gets churned up and people drive in as early as 4.30 in the morning to find a space waking up residents. Staff from Tesco Metro store on The High Street park their cars in this unadopted section - as predicted in our last petition concerning this development. - Cars on Harefield Road at weekends. Cars are parked down both sides of this road. - Traffic flow. In the evenings from about 4.30pm until 6.30 pm it is very difficult to get in or out of Uxbridge and idling cars increase pollution levels.

- The proposal will have an impact on tv reception and mobile signals
- The proposal will increase anti social behaviour in this location due to the mix and size of units
- The building is high enough
- The building is out of keeping with the rest of the area
- Inadequate parking facilities will have an impact on surrounding roads
- Concerns relating to overlooking
- Noise from traffic is likely to impact the future residents
- There is insufficient local infrastructure to support this development
- The proposal would have a detrimental impact on the Conservation Area

Officer comment: The floor to ceiling height of the Community Centre located within the northern part of the building at ground floor level is proposed to be 3130mm and the floor to ceiling heights of the proposed residential units are to be 2500mm accords with Standard 31 of the London Plan Housing SPG (2016).

It is acknowledged that concern has been raised by the future occupiers of the Community Centre in relation to squeezed floor to ceiling heights. The proposed floor to ceiling heights for the Community

Centre remain the same as that which is consented under the extant permission. As such it is considered that this proposal would does not give rise to concern to the quality of space being provided in the Community Centre.

#### TRANSPORT FOR LONDON

- Request that a Travel Plan is secured;
- Visitor cycle parking should be provided at surface level;
- Future residents should be exempted from local parking permits; and
- Request a Construction Management and Logistics Plan.

#### METROPOLITAN POLICE

- No objections.

#### GLAAS

-An archaeological evaluation was carried out as part of a previous application (planning ref. 12156/APP/2015/4166). The evaluation showed that development on this site would not have a significant archaeological impact, as the results suggest that the site had undergone significant truncation due to previous development.

#### HISTORIC ENGLAND

-This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

#### **Internal Consultees**

#### HIGHWAYS

We are reminded of the merits of the approved development for 73 studio and 1bed apartments. The approval indicates there is support for a 'car-free' development in a PTAL area of 5 (very Good) and CPZ parking. The new information and the Planning Statement suggests the proposal is now for 80 units but it is not clear that how at least 80 secure covered cycle parking spaces can be accommodated in the basement cycle store but I would like this to be conditioned if approval is likely. The Travel Plan needs to be updated and the S106 needs to be created that restricts residents from applying for car parking permits. There may still be the issue of outstanding stopping up orders for closing off the access. On the basis of the above comments once the conditions/agreements are made/created I do not have significant highway concerns over this application.

#### FLOOD AND WATER MANAGEMENT

Same comments as previous application please see attached. A Drainage statement has been submitted for Fassnidge Memorial Hall Site, Rear of High Street, Dated August 2014 This is acceptable and a condition requested.

#### ACCESS

Acceptable subject to condition.

EPU (summary)

The applicant would be expected to address noise from nearby commercial premises, particularly late night licensed premises through the discharge of conditions. Consultation with the neighbouring businesses would also be expected.

Noise to balconies would be higher than accepted levels, particularly at ground floor level. The applicant is expected to demonstrate the principles of good acoustic design will be followed and ensure acoustic design comply with Hillingdon requirements. The applicant has not supplied any details relating to glazing and external building fabric specification. As such conditions are recommended.

## WASTE AND RECYCLING

Minimum number of 1,100 litre bins required = 11

I would suggest that initially all eurobins are on site for refuse only in owing to contamination issues, then recycling bins can be added later.

The storage space for the eurobins would have to take into account the considerations described below.

### Design Considerations

b) 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.

I have a concern that 11 eurobins may not be all to be accommodated in the waste storage area. Please check this is possible.

c) 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.

d) 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.

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.

This could only be achieved if the refuse collection vehicle can reverse down into the waste storage area which is in the basement. The height of the access would have to be 3.75 metres minimum and 4 metres wide to allow the vehicle to manoeuvre safely when reversing in. Please check with Highways about recommended safe working for RCVs.

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

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

London Plan policies 2.15 and 4.7 regarding town centres state that development in centres should sustain and enhance the vitality and viability of the town centre function, accommodate economic and housing growth through intensification and contribute to an enhanced environment.

The principle of demolishing and replacing Fassnidge Memorial Hall and provision of residential development on this site has already been established through the previous consented planning permission. The level of community facility provision would remain the same. The changes under this application relate to an increase in the number of units due to the reduction in the size of larger units.

#### **UNIT MIX**

London Plan Policy 3.8 and the Mayor's Housing SPG expect new developments offer a range of housing choices, in terms of the mix of housing sizes and types. In addition, London Plan Policy 3.11 accords priority to affordable family housing in residential development. Policy H4 of the Local Plan of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) provides that one and two bedroom development will be preferable in town centre locations.

The proposal provides the following mix:

- 42 x studios; and
- 38 x 1 bedroom.

The proposed unit mix is not ideal (permission 12156/APP/2015/4166 allowed 40no studios and 22no 1 bedroom) as it does not contribute towards creating a mixed and balanced community nor does it provide a offer a range of housing choice. Nevertheless, this mix was considered acceptable within the extant consent and on balance this mix is accepted.

### **7.02 Density of the proposed development**

London Plan Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a very high PTAL rating of 6b. The density matrix therefore suggests a residential density in the region of 200-700 habitable rooms per hectare for this location. The proposal provides 661 habitable rooms per hectare which is accords with the recommendation of the London Plan (2016).

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

The proposal would have no greater impact on the surrounding Heritage Assets than the extant permission.

This proposal is considered to be of an acceptable scale and is considered not to detrimentally harm the adjacent listed buildings and conservation areas. The proposal would screen parts of larger building that exist to the east, west and south.

The Council's Conservation and Design Officer has raised no objection to the proposal and

Historic England has requested the application is determined in accordance with local policy guidance and on the basis of specialist conservation advice.

#### **7.04 Airport safeguarding**

National Air Traffic Services (NATS) have reviewed the proposal and raised no objection in relation to airport safeguarding. However, Heathrow Airport Limited (former BAA) has expressed concerns regarding potential bird hazards arising from the proposed roof garden areas. A condition is therefore recommended to request the submission and approval of a Bird Hazard Management Plan.

#### **7.05 Impact on the green belt**

Not applicable.

#### **7.07 Impact on the character & appearance of the area**

The proposed massing and form of the development would remain the same. The design and appearance of the building would not materially change from the previous proposal which was considered acceptable in this regard. The proposal would be considered to comply with local, regional, and national policy in terms of scale, design and general appearance.

A condition that requires the full approval of all facing materials is attached to ensure that the external finishes are appropriate in this context.

#### **7.08 Impact on neighbours**

The scheme is no larger in terms of footprint at ground floor than the existing approved development. There are alterations/changes to the openings however they are not significant and would not generate further concerns with regards to impact on the amenity of neighbouring properties. The proposal would therefore not impact on the amenity of any residents in the surrounding area and, as such, the scheme is considered to be in accordance with Policies BE19, BE20, and BE21 of the Local Plan: Part Two (November 2012).

#### **7.09 Living conditions for future occupiers**

##### **INTERNAL LAYOUT AND ACCOMMODATION**

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

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces. The units at ground floor level are of significant concern as a pedestrian pathway runs outside the windows of each of the units. No private amenity space nor any defensible space has been provided. There is significant concern in relation to the quality of units, however the applicant notes it is similar to that which has already been consented. Such a proposal would be deemed unacceptable, however in light of the extant permission, given that there are a numerous similar units across the proposal this is on balance accepted.

The previous report considered that the separation distances provided between buildings ensures sufficient outlook to each unit. This remains the same under this application.

Standard 29 of the London Plan Housing SPG (2016) requires developments to minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life

are resisted.

As described above, Harefield Road runs to the north west of the site and the High Street to the north east. 43no units are single aspect of which 20no units are north facing which back onto Harefield Road which is a busy road, several units feature a deep plan form relative to the size of the units. The proposal provides units that fail to comply with Standard 29 of the London Plan Housing Standards (2016). However, the extant permission also includes a large number of single aspect and north facing units. It is therefore on balance accepted.

Concern has been raised by EPU with regards to the proximity of commercial premise to the proposal, the submitted noise report does not consider late night licensed premises in close proximity to the development. As such a condition is attached to ensure adequate noise mitigation is in place protecting future occupiers from noise and disturbance and ensures the residential use will not impact the range of uses in the town centre.

#### AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts (HDAS) requires the provision of 20m<sup>2</sup> of amenity space for a studio or 1 bedroom flat. Therefore a total of 1,620m<sup>2</sup> of external amenity space would be required for 80no units.

Standard 26 of the London Plan Housing SPG (2016) requires a minimum of 5sqm of private outdoor space to be provided for 1 bedroom units. Standard 27 of the London Plan requires a width for balconies and all other private spaces to be 1500mm.

This application falls short of Hillingdon's Design Standards by approximately 1,200 sqm. 5no units would not benefit from any private amenity space, 7no of units are provided with private amenity space of 4sqm and 4 no units are provided with private amenity space of 3.6 sqm. This proposal therefore also falls short of the London Plan Housing SPG (2016) standards.

The applicant proposes to provide shared amenity of 215m<sup>2</sup> of shared amenity as a rooftop garden, EPU consider that the level of noise exposure in the rooftop terrace due to its location is greater than that would be considered acceptable. A noise condition has been attached to ensure noise mitigation measures are considered and a condition requiring the management of this space is also attached. The applicant considers the close proximity to the town centre an acceptable reason to provide insufficient amenity space for the proposed units. The application falls short of local and London Plan requirements, however the extant consent provides very little private amenity space due to the site's proximity to Fasnidge Park. The previous report considered this a 'sound reasons for setting aside the private amenity standards set out in policy BE23 of the Local Plan: Part Two (November 2012)' it is therefore on balance, considered acceptable.

#### CHILDREN'S PLAY SPACE

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



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

Overall, it is considered that the proposal fails to provide adequate 'homes as a place of retreat' as required by the London Plan (2016) and fails to provide adequate privacy or private amenity for future occupiers contrary to Policy BE23 of the Hillingdon Local Plan: Part Two (November 2012). However a similar proposal was considered acceptable in the extant permission and on balance the proposal is therefore accepted.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposal for the site comprises studio and one bedroom units within a metropolitan town centre location with a PTAL score of 5 and 6 (excellent). The scheme includes a total of 5no car parking spaces, 3 of which will be reserved for the exclusive use of disabled users while 2 of the remaining spaces would be allocated to the community hall.

This is a car free development. Transport for London (TfL) and the Highways Officer reviewed this proposal and no objection was raised to a car free development and the parking provision provided at the site for disabled and community hall users. A car free development was accepted on the extant consent and this position remain the same.

There is concern that the cycle store proposed may not be able to secure the number of cycle parking spaces proposed. TfL has also requested visitor cycle parking spaces at surface level. A condition is attached to that effect.

Construction has commenced on site and the applicant has discharged a number of pre commencement conditions relating to construction management and visibility splays. The agreed approach is expected to be followed for this application.

A PERS audit with an assessment of the pedestrian environment accompanies supported the extant consent. The audit concluded the general pedestrian environment is good quality nevertheless there was a need for the following:

- (i) improvement of the sense of place and environmental quality of public areas;
- (ii) good signage which would otherwise encourage more pedestrian and public transport movements; and
- (iii) improved tactile paving for blind and partially sighted persons. 'Link 7' in particular, relating to the pedestrian link between the High Street and Oxford Road roundabout, is the only link to score negatively, albeit only marginally and specifically with regard to 'Route 2' between Fassnidge Hall and Fassnidge Park a specific requirement for increased lighting and security / CCTV has been identified to enhance safety of this environment.

A monetary contribution directly of £100,000 was secured which was due to be paid prior to the commencement of construction. It is understood that although development has commenced, a payment has not been made. A clause within the Section 106 legal agreement will again secure a monetary contribution to mitigate the identified improvements from the PERS audit and should be agreed with the Council with contributions secured through the Section 106 agreement.

The Highways officer has raised concern in relation to delivery servicing, refuse and recycling. A condition has been secured requiring further details to be submitted.

#### **7.11 Urban design, access and security**

The design, along with access and security arrangements would not be significantly different from that of the previous application which was considered acceptable. The current proposal which is not materially different in appearance or with regards to access and security is also considered acceptable in these regards, in accordance with local, regional, and national policy.

#### **7.12 Disabled access**

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

#### **7.13 Provision of affordable & special needs housing**

Policy 3.3 of the London Plan (2016) requires a minimum of 35% of units within developments of 10 or more units to 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.

10no of affordable units are being provided across the development this includes 8no affordable units provided under the extant consent and 2no units being provided as part of this application. The overall mix of affordable units would 5no 1 bedroom and 5no studio. Overall the provision of affordable housing would be 13.5% which falls well short of the requirements set out in Policy H2 of the Local Plan: Part 1 (November 2012). However, the provision of affordable housing under this application represents 35% which is policy compliant level. A financial viability assessment was not submitted for this reason. As per the extant consent, the affordable units are proposed to be shared ownership of which five would be wheelchair accessible and the remainder wheelchair adaptable. Although the development overall under provides affordable housing, this was accepted under the previous consent and as such is on balance accepted.

#### **7.14 Trees, landscaping and Ecology**

The removal of all trees on site was agreed in the previous consent, the applicant has provided little detail in terms of landscaping within this scheme. Little indication is given as to the boundary and as such a condition has been secured requiring details to be submitted.

The previous scheme recommended that a financial contribution should be secured through a S106 legal agreement to enable improvements to the green space and path adjacent to the site and alongside the Cedars car park thereby securing a considerable enhancement to the green space/ public realm in very close proximity to the application site. There is still considered a need for this contribution. The current proposal does not raise any new issues with regards to trees, landscaping or ecology, and the proposal, subject to conditions to secure the final details of the landscaping scheme would accord with Policies BE38, OL2, EC2 and EC5 of the Local Plan (2012) and policy 7.19 of the London Plan (2016).

#### **7.15 Sustainable waste management**

Waste arrangements for the site would remain as per the previous approval, the Waste Officer has raised concern that the required waste facility is not being provided on site. A condition has been secured to provide details of waste management as part of this application.

#### **7.16 Renewable energy / Sustainability**

The scheme would lead to the loss of pockets of vegetation, which carry an ecological value and play an important role in London's ecology, the condition to ascertain a landscaping scheme will also require the submission of ecological enhancement measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the building has been secured as part of this application.

With this condition attached, the proposed development is considered to comply with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and policy 7.19 of the London Plan (2016).

#### **7.17 Flooding or Drainage Issues**

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

#### **7.18 Noise or Air Quality Issues**

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

An air quality assessment has not been submitted in support of this application. This is an Air Quality Management Area and as such mitigation will be required. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. These details will be secured via condition and as such, the proposals accords with local, regional and national planning policy.

#### **7.19 Comments on Public Consultations**

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

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. Planning obligations should be:

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

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

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

Non-monetary contributions:

. Affordable Housing: ten shared ownership units comprising five studios and three 1-bed units. Five of these units shall be wheelchair accessible and three shall be wheelchair adaptable.

. Affordable Housing Review Mechanism

. Highways Works S278/S38.

. A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

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

. A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x£71,675) 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.

. Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £109,503.

. 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 73 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

#### **7.21 Expediency of enforcement action**

There are no referable enforcement issues relating to this site.

#### **7.22 Other Issues**

##### **TELEVISION AND COMMUNICATION INTERFERENCE**

If the development is consented, a certain amount of disruption and disturbance to neighbouring residents and commercial occupiers would be unavoidable. In order to ensure that any disruption and disturbance is kept to an absolute minimum a Construction Environment Management Plan (CEMP) is in place to protect the amenities of neighbouring residents and business occupiers during the period of works. This

would cover issues with respect to: noise, air quality, dust, smoke, odour vibration and TV reception. Further to this, a Construction Management Plan covering issues regarding parking of vehicles of site operatives, loading and unloading of plant and materials, and storage of plant and materials shall also be secured by condition.

## **8. Observations of the Borough Solicitor**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

circumstances.

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

**9. Observations of the Director of Finance**

None.

**10. CONCLUSION**

Planning permission is sought for a residential led development which reprovides a community facility, comprising 80no self contained units (42 x studio and 38 x 1 bedroom). The proposal provides a part four, part seven, part eight storey building. The proposed units would comply with the minimum standards prescribed by the London Plan (2016). The changes under this application are achieved by reducing the size of 1 bedroom units from 4 no 2 person 1 bedroom units to studios and 1 person 1 bedroom units including a modest infill at 7th floor level. The applicant has demonstrated that the development would provide a minimum of 2.5m floor to ceiling height which complies with the minimum requirements set out in the London Plan (2016). The mix of units was considered acceptable under the extant permission due to its location within the Uxbridge Metropolitan Centre and close proximity to Uxbridge Tube Station.

10no of affordable units are being provided across the development this includes 8no affordable units provided under the extant consent and 3no units being provided as part of this application. The overall mix of affordable units would 5no 1 bedroom and 5no studio. Overall the provision of affordable housing would be 13.5% which falls well short of the requirements set out in Policy H2 of the Local Plan: Part 1 (November 2012). However, the provision of affordable housing under this application represents 35% which is policy compliant level. A financial viability assessment was not submitted for this reason. As per the extant consent, the affordable units are proposed to be shared ownership of which five would be wheelchair accessible and the remainder wheelchair adaptable.

The new units are proposed to be car free. The site is located in an area with high public accessibility rating to local services and facilities. Car free development on this site has been accepted on the extant permissions as such there is no objection in respect of highways and pedestrian safety. 3no disabled car parking spaces are being provided in the basement as well as 2no car parking spaces in relation to the community facility. Secure cycle parking and refuse storage is also included within the basement.

As per the previous approval, the scheme would provide a replacement community dining hall with a combined 255m<sup>2</sup> of modern floorspace flexibly designed and capable of accommodating a full range of compatible community uses and activities. A condition has been imposed to ensure that the community dining hall is built to 'shell and core' prior to occupation of the residential units within the scheme. It is considered that the proposal would provide an increase in modern and flexible community floor space.

The proposed development has been considered not to harm the appearance of the streetscene or the setting of adjacent grade II listed buildings. The proposal is considered not to have a detrimental impact on the nearby Rockingham Bridge Conservation Area to the south or Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site.

The height and bulk has not been considered to appear overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The design, height, bulk, and massing are similar to the previously consented scheme for the site under application ref. 12156/APP/2014/3099 and 12156/APP/2015/4166. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

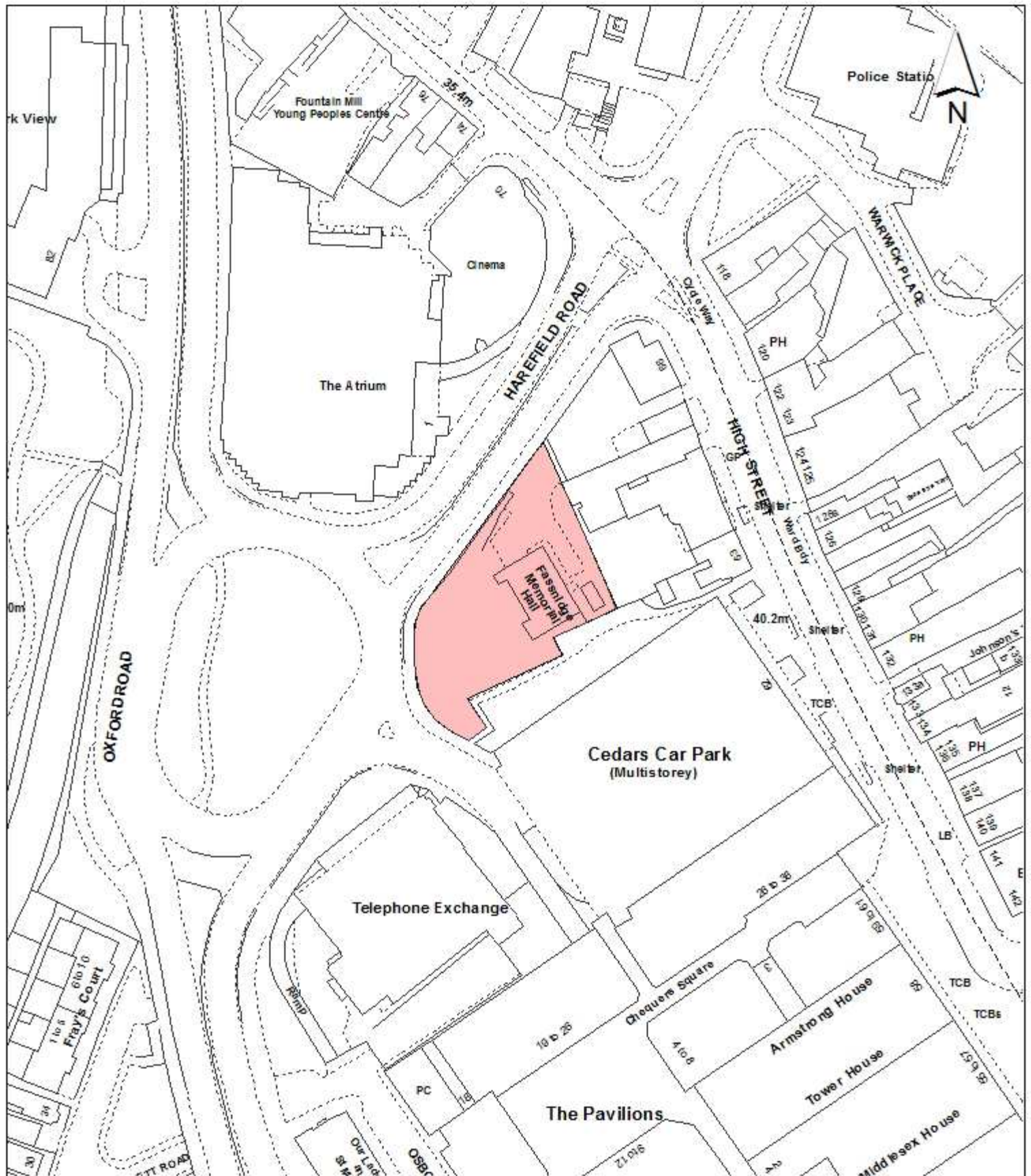
It is recommended that the application be approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing Affordable Housing, Highways Works, a Servicing Management Plan, a formal Travel Plan, contributions towards public realm improvements to include but not be limited to the works identified within the PERS Audit, Construction Training and a Project Management & Monitoring Fee

#### **11. Reference Documents**

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

**Contact Officer:** Zenab Haji-Ismail

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Fasnidge Memorial Hall**

Planning Application Ref:

**12156/APP/2016/4647**

Planning Committee:

**Major** Page 122

Scale:

**1:1,250**

Date:

**May 2017**

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

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



**HILLINGDON**  
LONDON



# Agenda Item 9

## Report of the Head of Planning, Sport and Green Spaces

- Address** LAND REAR OF 2-24 HORTON ROAD YIEWSLEY
- Development:** Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and relocated sub-station
- LBH Ref Nos:** 71582/APP/2016/4582
- Drawing Nos:** Landscape Design Statement Rev C 12 December 2016  
Noise Assessment December 2016  
Statement of Community Involvement December 2016  
Drainage Design Strategy December 2016  
Planning Statement December 2016  
Drawing Issue Schedule April 2017  
Flood Risk Assessment G22018 December 2016  
Air Quality Assessment  
15-214/D500 Rev A Block A Bay Study  
15-214/D502 Rev A Block C Bay Study  
15-214/D501 Rev A Block B Bay Study  
1452-01 Rev F Layout showing Proposed Hard and Soft Landscape General Arrangements  
1453-02 Rev F Layout showing Proposed Landscaping Details  
Geotechnical Desk Study Report December 2016  
15.214/D02 Rev A Topographical Survey  
15.214/D10 Rev A Existing Block Plan  
15.214/D49 Rev A Proposed Site Plan - Basement Level  
15.214/D130 Rev A Block D - Proposed Plans  
15.214/D100 Rev A Block A - Proposed Plans  
15.214/D120 Rev A Block C - Proposed Plans  
15.214/D230 Rev A Block D - Proposed Elevations  
15.214/D200 Rev A Block A - Proposed Elevations  
15.214/D220 Rev A Block C - Proposed Elevations  
15.214/D01 Rev A Location Plan  
Extended Phase 1 Habitat Survey & Bat Assessment Rev B 01 September 2016  
Commercial Viability Report 08 December 2016  
Statement of Principles in relation to the Scheme-Towpath Boundary Design and Access Statement (Revised Feb 2017)  
Residential Travel Plan December 2016  
Arboricultural Survey & Arboricultural Impact Assessment Rev D 12 December 2016  
Viability Report  
Energy Statement and Sustainability Report Issue 3 December 2016  
Transport Assessment December 2016  
15.214/D300 Rev B Proposed Sectional Elevations 01, 02  
15.214/D210 Rev B Block B - Proposed Elevations  
15.214/D110 Rev B Block B - Proposed Plans  
15.214/D52 Rev B Proposed Site Roof Plan

15.214/D51 Rev B Proposed Site Plan - 1st Floor  
15.214/D50 Rev B Proposed Site Plan - Ground Level  
15.214/D11 Rev B Proposed Block Plan  
15.214/D301 Rev A Proposed Sectional Elevations 03, 04  
15.214/D302 Proposed Section 05

<b>Date Plans Received:</b>	21/12/2016	<b>Date(s) of Amendment(s):</b>	21/12/2016
<b>Date Application Valid:</b>	23/12/2016		10/02/2017
			02/05/2017
			13/02/2017
			28/04/2017
			11/01/2017
			03/01/2017

## 1. SUMMARY

Planning permission is sought for the demolition of existing buildings and redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, an A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and a relocated sub-station.

There is no land use policy objection to the principle of a residential-led development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for future housing development. The proposal provides a regeneration opportunity to improve the character and appearance of the canal side, and would provide an acceptable level of residential amenity for residents in regards to sunlight/daylight, privacy, internal floor space and external amenity space.

The proposed development is considered to comply with Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24 and LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

The application is therefore recommended for approval, subject to conditions and a S106 Agreement.

## 2. RECOMMENDATION

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:**

**1. That the applicant submit a Unilateral Undertaking, or the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**(i) Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status (works to include: Installation of a Legible London 'finger sign'; Resurfacing of the canal path adjacent to the site boundary in a suitable material)**

(ii) 14% of hab rooms to be affordable housing including the 3-bed house.

(iii) Air Quality Monitoring: A financial contribution to the sum of £32,062

(iv) Construction Training: A financial contribution or scheme in hand.

(v) Affordable Housing including a review mechanism.

(vi) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

(vii) Canal Improvements (to cover landscaping of land outside the ownership of the applicant).

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of any S106 Agreement and any abortive work as a result of the agreement not being completed.

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

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 1st August 2017, or any other period deemed appropriate by the Head of Planning and Enforcement then delegated authority be granted to the Head of Planning and Enforcement to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highways improvement works, construction and employment training facilities, residential travel plan and affordable housing). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5. 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.

6. 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,

15.214/D01 Rev A Location Plan  
15.214/D02 Rev A Topographical Survey  
15.214/D10 Rev A Existing Block Plan  
15.214/D11 Rev B Proposed Block Plan  
15.214/D49 Rev A Proposed Site Plan - Basement Level  
15.214/D50 Rev B Proposed Site Plan - Ground Level  
15.214/D51 Rev B Proposed Site Plan - 1st Floor  
15.214/D52 Rev B Proposed Site Roof Plan  
15.214/D100 Rev A Block A - Proposed Plans  
15.214/D110 Rev B Block B - Proposed Plans  
15.214/D120 Rev A Block C - Proposed Plans  
15.214/D130 Rev A Block D - Proposed Plans  
15.214/D200 Rev A Block A - Proposed Elevations  
15.214/D210 Rev B Block B - Proposed Elevations  
15.214/D220 Rev A Block C - Proposed Elevations  
15.214/D230 Rev A Block D - Proposed Elevations  
15.214/D300 Rev B Proposed Sectional Elevations 01, 02  
15.214/D301 Rev B Proposed Sectional Elevations 03, 04  
15.214/D302 Proposed Section 05  
15-214/D500 Rev A Block A Bay Study  
15-214/D501 Rev A Block B Bay Study  
15-214/D502 Rev A Block C Bay Study  
1452-01 Rev F Layout showing Proposed Hard and Soft Landscape General Arrangements  
1453-02 Rev F Layout showing Proposed Landscaping Details

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 RES7 Materials (Submission)**

No development shall take place until details of the following materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority:

- (a) materials for the buildings
- (b) brick detailing
- (c) detail of balconies and balustrades
- (d) PVs, windows and doors
- (e) materials for the roofs
- (f) roof lights
- (g) lift over runs
- (h) roof top plant

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

### **4 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 off-site trees, hedges and other vegetation along the Canal boundary 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

### **5 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 (to include the full list of species to be planted along the site's boundary with the Grand Union Canal corridor and details of any measures necessary to protect the structural integrity of the waterway, as a result of such planting).
2. Details of Hard Landscaping
  - 2.a Refuse Storage (including for the commercial unit)
  - 2.b Cycle Storage for 134 cycles

2.c Means of enclosure/boundary treatments (including the treatment of the site's boundary with the Grand Union Canal corridor (the canal, towpath and adjacent vegetation).

2.d Car Parking Layouts (including four motorcycle parking spaces and demonstration of 20% active and 20% passive electrical vehicle charging points)

2.e Hard Surfacing Materials (details to include the design, appearance and materials to be used on the hard landscaped area at the west of the site, to be used for access to the towpath of the Grand Union Canal and an outdoor seating area)

2.f External Lighting

2.g Details of the children's play area equipment and furniture.

3. Schedule for Implementation

4. Other

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

4.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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

In the interests of visual amenity of, access to, and structural integrity of the Blue Ribbon Network in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

### **6 RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to the dwellinghouse shall be erected without the grant of further specific permission from the Local Planning Authority.

#### REASON

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

### **7 RES15 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' and 'Surface Water Drainage Strategy', produced by Tomasons dated December 2016 Ref G22018.

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.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

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

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

REASON

To ensure that surface water run off is controlled to ensure 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).

**8 RES19 Ecology**

Prior to the commencement of development a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must 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 Hillingdon Local Plan - Strategic Policies (November 2012), Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

**9 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

**REASON**

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

**10 RES26 Contaminated Land**

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

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

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

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

(ii) If during development or works contamination not addressed in the submitted



remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

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

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)

**11 NONSC Energy**

Prior to the commencement of development full specification of the PVs shall be submitted in writing to the Local Planning Authority. The specification shall include the type of PV and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. Details including specifications and location of the air source heat pumps shall also be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved designs.

**REASON**

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

**12 COM17 Control of site noise rating level**

The rating level of noise emitted from the plant and/or machinery for the commercial unit and the undercroft parking extraction hereby approved shall be at least 5dB 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 to the 2014 British Standard 4142, 'Methods for rating and assessing industrial and commercial sound'

**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)

**13 COM20 Air extraction system noise and odour**

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

approved measures.

REASON

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

**14 COM21 Sound insulation /mitigation**

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

REASON

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

**15 COM25 Loading/unloading/deliveries**

The commercial premises shall not be used for delivery and the loading or unloading of goods outside the hours of 22:00 and 07:00, Monday to Friday, and between the hours of 22:00 and 08:00 on Saturdays. The premises shall not be used for delivery and the loading or unloading of goods on Sundays or Bank Holidays.

REASON

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

**16 LB6 Inspection of the building prior to demolition**

Prior to demolition, the buildings should be recorded to Level 1 as defined by Historic England and following agreement with London Borough of Hillingdon and where appropriate Historic England, copies of the document sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environment Record.

REASON

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

**17 NONSC Construction Environmental Management Plan**

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. 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 Construction Environmental Management Plan (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. It will ensure appropriate communication with, and 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. The Construction Environmental Management Plan (CEMP) shall also include details of the measures to be taken to protect the Grand Union Canal from contamination during construction.

All demolition, construction and enabling work at the development shall be carried out in accordance with the approved Construction Environmental Management Plan (CEMP) unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to protect the water quality, ecology and users of the canal during construction of the development in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

#### **18 NONSC External Lighting**

Prior to the installation of any external lighting, a lighting plan shall be submitted to and approved in writing by the Local Planning Authority. Only external lighting agreed in that plan shall be installed, unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

In the interests of the ecology of the Blue Ribbon Network in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

#### **19 RES24 Secured by Design**

The dwelling(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 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 (2015) 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 7.19	(2016) Biodiversity and access to nature
NPPF	National Planning Policy Framework

### **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](http://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.

### **4 147 Damage to Verge - For Council Roads:**

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

### **5**

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer ([toby.pearce@canalrivertrust.org.uk](mailto:toby.pearce@canalrivertrust.org.uk)) in order to ensure that any necessary consents are obtained and that the works are compliant (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

### **6**

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust ([Jonathan.Young@canalrivertrust.org.uk](mailto:Jonathan.Young@canalrivertrust.org.uk)) regarding the required access agreement.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site currently contains industrial buildings and associated hard standing and car parking and is surrounded by a combination of residential and industrial buildings.

45-50 Otter Way is located north-east of the site with 15-44 Otter Way to the east. To the south, the site fronts the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation, with the mainline railway on the other side.

Vehicular and pedestrian access to the site is provided via the Bignell House/Horton Parade access which is mainly commercial. The site has a PTAL rating of 3. West Drayton Station is planned as a stop on the Crossrail route development. It is anticipated that this will improve the site's current PTAL rating from a 3 to a 4.

The site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), but outside both the primary and secondary shopping areas. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

### **3.2 Proposed Scheme**

Planning permission is sought for the demolition of existing buildings and redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, an A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and a relocated sub-station.

The 86 residential units would comprise of:

57 One-Bed Flats

29 Two-Bed Flats

These units would be located with three separate blocks; Block A, Block B and Block C.

Block A, located at the front of the site, would have 21 flats comprising 20 one-bed two-person units and one two-bed three-person unit. The proposed A1/A2 or A3 unit would be located on the ground floor of this block.

Block B, located in the middle of the site, would have 36 flats comprising 20 one-bed units, 13 two-bed three-person units and 3 two-bed four-person units.

Block C, located at the rear of the site, would have 29 flats comprising 17 one-bed two-person units, 8 two-bed three-person units and 4 two-bed four-person units.

Each of the proposed flats would be provided with private terraces or balconies.

The three-bed dwelling (Block D) would be three-storey and comprise of a kitchen/dining room, living room and w.c on the ground floor, a double bedroom, a single bedroom and a bathroom on the first floor, and a master bedroom and bathroom within the roof space. The dwelling would be provided with a garden.

The basement would be located underneath Blocks B and C and would provide 65 car parking spaces; six spaces would be for disabled parking. 13 car parking spaces would be provided between Blocks A and B; two of the spaces would be for disabled parking.

### 3.3 Relevant Planning History

71582/PRC/2016/17 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide residential units, amenity space, car parking, new access and landscaping

**Decision:** 17-03-2017 PRM

71582/PRC/2016/180 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide 87 residential units, amenity space, car parking, new access and landscaping

**Decision:** 09-02-2017 NFA

71582/PRC/2016/84 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide residential units, amenity space, car parking, new access and landscaping

**Decision:** 21-09-2016 OBJ

#### Comment on Relevant Planning History

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- 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.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
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
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LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 7.19	(2016) Biodiversity and access to nature
NPPF	National Planning Policy Framework

## **5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- **1st February 2017**
- 5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**



Consultation letters were sent to 101 local owners/occupiers and three site notices were displayed. Three responses were received:

- i) disturbance during construction
- ii) already noise disturbance from busy road and railway
- iii) adjoining landowner/freeholder not formally notified of the application
- iv) loss of light to Crusader House from six-storey buildings
- v) loss of privacy

Canal & River Trust:

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) Impact on the character and appearance of the waterway corridor.
- b) Impact on the structural integrity of the canal
- c) Impact on the biodiversity of the waterway corridor.
- d) Impact on the water quality of the Grand Union Canal.

On the basis of the information available our advice is that suitably worded conditions are necessary to address these matters. Our advice and comments are detailed below:

Character and appearance of the waterway corridor

We consider that the scheme appears to be well designed and of a high quality. The development should bring greater natural surveillance to the canal and its towpath, which should encourage greater use of this valuable asset. The open spaces between the proposed buildings are welcomed and will help to break up the development when viewed from the canal.

We welcome the proposal to improve access through the site to the canal corridor alongside the High Street Bridge. If, as is the intention, this is combined with active ground floor uses at the western edge of the site, there is the opportunity to significantly improve the waterside environment here. There is already a mooring bollard on the canal edge in this location and a shop or cafe, for example, developed as part of this scheme could be attractive to boaters.

We are not convinced, however, that the approach of retaining some sections of existing 6' wall, and introducing sections of 6' railings makes for the best boundary in this location. The existing wall already suffers from graffiti, and we consider that there is a good chance that this will continue to occur along the retained sections. The tall railing boundaries risk creating a strange hinterland between the development and the towpath. Our suggestion would be that, in order that the development complies with Local Plan Policy BE1, the wall be reduced in height, to improve passive surveillance along the towing path, and the reclaimed bricks used to create matching dwarf wall along the rest of the boundary, all topped with a new coping and lower railings, to an overall height of 1.8m. We suggest that this matter could be addressed by a landscaping condition.

We are disappointed by the proximity of the external parking between blocks A and B to the canal corridor, which risks detracting somewhat from the views through the site. It is especially disappointing that the location of the parking corresponds with a proposed length of railings, rather than wall. The revised boundary treatment that we have suggested above, or an alternative that the applicant would be able to develop in accordance with the proposed condition (such as a revised planting plan for this location), should help to address this. We are not convinced that the limited tree planting and the hedge of Lonicera is sufficient to address the issue in this part of the site, given the height that this shrub usually grows to.

Impact on the structural integrity of the canal

We question the tree choice of Alder and Willow which, although traditional waterside species, seek out significant quantities of water through their root networks. This has the potential in the future to impact on the structural integrity of the waterway wall. We suggest that some form of root barrier be installed to prevent this, or that alternative native species be considered. This could be addressed through the landscaping condition that we suggest.

During the construction phase, we note that the Geotechnical Desk study recommends the use of techniques close to the canal that minimise risk to our assets. This is welcomed. The developer should follow the Trust's Code of Practice for Works Affecting the Canal & River Trust to ensure that there is no adverse impact and to ensure that the necessary consents are obtained from the Trust. An informative, set out below, is recommended.

#### Impact on biodiversity of the canal corridor

In accordance with Local Plan Policies EM3 and EM7, we recommend that the installation and use of external lighting is controlled by condition to ensure compliance with the recommendation in the Phase 1 Habitat Survey that "a bat friendly lighting scheme is implemented to ensure that there is no fragmentation of surrounding habitat as a result of high levels of light spillage".

#### Surface Water Drainage

The Drainage Strategy states that surface water will drain into below-ground attenuation tanks and then into two soakaways. No discharge is intended into the canal. Should the applicant/developer wish to discuss opportunities to drain surface water into the canal then they should contact the Trust's utilities surveyor, Liz Murdoch ([liz.murdoch@canalrivertrust.org.uk](mailto:liz.murdoch@canalrivertrust.org.uk)).

The route of the existing surface water drainage network is unknown, and it is not stated whether there are any existing discharge outfalls into the canal. In the absence of a submitted contaminated land assessment, and with the possibility that there may be existing outfalls to the canal from the site, we would need to adopt a precautionary approach and require that:

- No surface water (either via drains or surface water run-off) or extracted perched water or groundwater is allowed to be discharged into the canal during the demolition/construction works;
- Any stockpiles of soil from the site are located at a suitable distance away from the canal and suitable methods are used to minimise dust emissions from the site during demolition/ construction;
- If it is found that there are any surface water drains connecting the site with the canal that these be immediately capped off at both ends for the duration of the demolition & construction works.

In order to comply with Local Plan Policy EM8, we would suggest that these matters should be controlled through a Construction Environmental Management Plan (CEMP), which should be required by condition.

#### Towpath and towpath access improvements

As the Council will be aware, the Trust is working with TfL to deliver a Quietway along the towpath in this location. This will deliver a 2m wide tar spray and chip surface along this length of the towpath. The intention is that the cobble setts at the entrance from the High Street will be filled in to smooth the surface, but they will be retained. The "Legible London" sign will also be retained. These improvements will be delivered from summer 2018 onwards.

(Officer comments: The Canals & River Trust has confirmed that they are not seeking a contribution towards improvements to the Canal towpath as this is planned to be undertaken as part of the previously approved Quietway works.)

We support measures to improve access to the towpath from the High Street/Horton Road. We

would like to see a smooth and ramped access to the canal, down from Horton Road within the boundary of the development site. We note that the applicant proposes to use natural stone paving, which is to be agreed. We would also like to see further details on the interaction between towpath, towpath access path and the cafe/outdoor seating area. This will need to be managed to ensure that the outdoor seating doesn't spill into the way of people on the towpath. The integration/boundary treatment between the towpath and the towpath access/outside seating area will also need to be considered. We suggest that these issues should be addressed through the landscaping condition that we propose.

Any proposal to open up the frontage of the site onto the towpath would require agreement from the Trust. For this right, we would require a formal agreement be entered into and a one off premium being paid, along with our fees in making the agreement (if applicable). We have suggested an informative relevant to this issue below.

We consider that the following planning conditions are required to make the development acceptable in planning terms:

"Prior to the occupation of the development hereby permitted, full details of the proposed hard and soft landscaping 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. Notwithstanding details submitted with the permitted application, the required landscaping details shall provide for:

- The treatment of the site's boundary with the Grand Union Canal corridor (the canal, towpath and adjacent vegetation).
- The full list of species to be planted along the site's boundary with the Grand Union Canal corridor and details of any measures necessary to protect the structural integrity of the waterway, as a result of such planting.
- The design, appearance and materials to be used on the hard landscaped area at the west of the site, to be used for access to the towpath of the Grand Union Canal and an outdoor seating area.

Reason: In the interests of visual amenity of, access to, and structural integrity of the Blue Ribbon Network."

"Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted detailing the measures to be taken to protect the Grand Union Canal from contamination during construction. Construction works will be undertaken in accordance with the CEMP".

Reason: The CEMP is required prior to commencement to protect the water quality, ecology and users of the Canal & River Trust during construction of the development.

"Prior to the installation of any external lighting, a lighting plan shall be submitted and agreed in writing by the Council. Only external lighting agreed in that plan shall be installed, unless otherwise agreed in writing by the Council"

Reason: In the interests of the ecology of the Blue Ribbon Network.

Should planning permission be granted we request that the following informative is appended to the decision notice:

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer ([toby.pearce@canalrivertrust.org.uk](mailto:toby.pearce@canalrivertrust.org.uk)) in order to ensure that any necessary consents are obtained and that the works are compliant (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust (Jonathan.Young@canalrivertrust.org.uk) regarding the required access agreement.

For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice.

Historic England Greater London Archaeology Advisory Service:

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

The site lies adjacent to the Colne Valley Archaeological Priority Zone and to the historic settlement of Colham which was a locally important Anglo-Saxon settlement which declined after the establishment of Uxbridge. However, as the site lies outside the historic settlement and is likely to have been disturbed by construction of the existing development, and perhaps the canal, there appears to be low potential for significant archaeological discoveries.

No further assessment or conditions are therefore necessary.

#### **Internal Consultees**

Access Officer:

The proposed scheme is for 87 residential units with 78 car parking spaces.

A basement car park would accommodate 65 car parking spaces, with a further 13 provided at surface level. The site incorporates shared surface access from Horton Road with the entrances to Blocks A, B, and C accessed from this zone. Block D would be a townhouse family home fronting Horton Road.

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations (ADM 2015).

The Design & Access Statement refers to VISIBLE Dwellings M4(1) and Accessible and Adaptable Dwellings M4(2) Dwellings. Whilst the M4(2) specifications would satisfy the policy requirements referred to above, the proposed M4(1) standard units would not.

The development should therefore be amended 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.

Conclusion: unacceptable. In addition to a revised Design & Access Statement, revised plans should be requested as a prerequisite to any approval.

Officer comments:

An amended Design & Access Statement has been received confirming that units would comply with Category 3 M4(3). The Access Officer has confirmed the proposed scheme is acceptable in regards to accessibility.

Conservation Officer:

There are no objections in principle to the redevelopment of this site, it does not fall within a CA, nor would it impact on any historic buildings, however, the canal must be considered as an historic asset. Given the size of the site and the inclusion of a basement GLAAS should be consulted on this

application.

This scheme has been subject to considerable pre application discussion, to refine its design and layout.

We will need to condition samples of all materials for the buildings, brick detailing, detail of balconies and balustrades, PVs, windows and doors, roof and roof lights, lift over runs and roof top plant. The boundary treatment of the site should also be conditioned to ensure this remains as open as possible, and to avoid a very solid boundary treatment.

The design and surface treatment of the link area from Horton Road to the canal should also be detailed. The buildings on the site should be recorded to Historic England Level 1 prior to demolition

Additional Conservation Officer comments:

As at least one of the buildings, Horton House, is Victorian and the others are early/mid 20th century, the recording of the buildings on the site to Historic England Level 1 (photographic record) is important as the area is changing so rapidly.

Environmental Protection Unit:

Contamination:

The above site at Horton Road is a commercial/industrial site and has a number of factories (works)/offices. The desk study is a geotechnical desk study primarily but provides a history of the previous uses of this industrial site (Chapter 5) and details of a site walkover. There is a printing works on the site which is a potentially contaminating use. In the past there are industrial uses on the site found from historic maps, these are generally annotated as 'Works'. In the north west corner of the site was the Victoria Oil Works, which appears to have extended on to part of the application site. A dock and old cement works were adjacent to the eastern boundary of the site.

Due to the current and past industrial uses I would advise the standard contaminated land condition. There is a phased version of this condition should you wish to use this as there are three blocks of flats and sometimes the developer prefers a phased condition so the condition can be part discharged when a block is remediated before the end of the project.

Noise:

I have reviewed the noise report ref: P16-293-R01v2 dated December 2016 by Hepworth Acoustics. I require further information as follows:

The sound reduction indices in tables 4 and 5 are provided as octaves, could they provide the single figure Rw or provide octave data for measurements at all measurement positions.

I also recommend the following conditions/informative:

- Noise affecting residential property
- Air extraction system noise and odour
- Sound insulation of commercial/entertainment premises
- Loading/unloading/deliveries
- Construction environmental management plan

'Control of environmental nuisance from construction work' Informative

Officer comments:

The applicant has provided additional information in regards to noise which have satisfied the concerns of the EPU's concerns with regards to noise.

Environmental Protection Unit:

The additional information addresses my concerns, I therefore have no further objections subject to proposed glazing mitigation measures as per the report P16-293-R01v2 dated December 2016 by Hepworth Acoustics.

Air Quality:

I have evaluated this proposal and it is OK for approval on Air Quality grounds subject to payment on S106 of £32,062. This value is calculated on the basis of 3 years of operation and has not taken into account construction emissions. The applicant has only assessed the impact at receptors within 200m of the proposed development and we need to account for the pressures on the operation traffic in the near by Focus Area (Yiewsley).

Floodwater Management Officer:

Blue Ribbon Network

The current proposal has taken on board many of the concerns of the Council in how the development addresses the Canal. The design will open up the access to the Canal and create an enhanced area along the Canal for use by the wider area as well as residents.

It is supported that this development contributes to Canal towpath improvements in this locality, as suggested by Canal and River Trust.

A plan showing the exact distance of Block A away from the Canal is required as it does not meet the required 12m buffer zone that has been achieved and required on neighbouring sites and with other blocks within the site.

Sustainable Drainage

An FRA and Drainage Design Strategy have been provided showing proposed use of infiltration where possible. The site must restrict rates to greenfield run off rates. That is not explicit in the document provided but there is sufficient information to demonstrate a suitable scheme is viable.

However as a further more detailed design is required I request the following condition be attached to any approval:

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' and 'Surface Water Drainage Strategy', produced by Tomasons dated December 2016 Ref G22018.

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.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

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

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

**REASON**

To ensure that surface water run off is controlled to ensure 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 DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon

Local Plan Part 2 Development Management Policies, 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).

**Highways:**

This application is for the demolition of existing buildings on a site in Horton Road West Drayton and the construction of four blocks of flats. The red line boundary plan shows that the applicant owns the access to the Grand Union canal off Horton Road adjacent to Colham Bridge that is used by the public (pedestrians and cyclists) on a regular basis.

The applicant has supplied a Transport Assessment by Connect dated December 2016 in support

of the application.

The proposed development of 86 flats would appear to be another stage in a phased development of housing and has access off Horton Road. The site has a PTAL value of 3 (moderate) which indicates there will be a reliance on private cars for trip making. The area is within a controlled parking zone that operates 0900 to 1800 Monday to Saturday. Horton Road is a busy cross route in West Drayton and suffers from weekday peak hour delays.

The proposals involve the construction of 87 flats (57x1bed+29x2bed+1x3bed) using the existing vehicular access off Horton Road. The existing access off Horton Road will be modified for vehicles using the site and will require a S278 agreement. There will be car parking for 78 cars in the basement and at ground level. The proposed allocation works out to be approximately 0.9 spaces per dwelling which is slightly less than the existing levels of on-site car parking in the nearby development but is in line with the provision on Padcroft Works. A car club bay has been provided as part of the proposals.

There are no motorcycle parking spaces provided on site but this can be conditioned at 4 spaces. The car parking should be conditioned in terms of a car park management plan for the site. EV charging points for car parking should be 20% active and 20% passive and conditioned at this rate.

The proposals also include 134 cycle parking spaces on the site. The cycle parking spaces are provided in covered secure areas associated with the residential blocks.

The access to the canal is maintained along with a vehicular access for maintenance purposes and a public open space.

The TA provides an estimate of the traffic generation of the proposed development and that shows that the new development will generate an additional 35 trips over 24 hours which is not significant when compared with the existing use. The proposals have been designed to accommodate an 8m rigid service vehicle which is typical for emergency and service vehicles.

A Residential Travel Plan strategy has been provided as the basis for the development of a final document along with regular monitoring (to be conditioned).

A Construction Management Plan should also be conditioned. In order to maintain the adjacent road bridge a maintenance agreement is sought that allows access to the road bridge for maintenance purposes. In order to provide greater awareness to the local cycle route along the canal a Legible London 'finger sign' is requested to be installed by the applicant. Once the developer has completed the development it is requested that they resurface the canal path adjacent to their boundary in a suitable bitumen macadam material. The above four items can be part of a S106 agreement.

On the basis of the above comments I do not have significant concerns over the proposed development once conditions and agreements are provided.

Officer comments:

In regards to access to the road bridge for maintenance purposes, this section of land forms part of the adopted public highway and is already owned by the Council; as such it is considered that maintenance of the road bridge can be achieved without the need for a maintenance agreement.

Metropolitan Police:

I have reviewed this application and there is very little mention of security, other than a brief mention to contact me under point 5 in the Planning Statement. The crime analysis returns a high number of Anti-Social Behaviour crimes, with burglary and criminal damage/arson around the location of West Drayton train station to the south of the development. I would request that this development has a



site wide Secured by Design planning condition. This is to ensure that the property facing the canal has a good level of security. I also feel that faced with the ecological issues due to the canal, a good boundary will need to be installed.

Officer comments:

Although issues of Secure by Design are now dealt with under Building Regulations, the applicant has provided a statement detailing the existing and proposed boundary treatment along the site's boundary with the canal towpath and further details of the boundary treatment will be provided through the use of suitably worded conditions on any consent granted.

Sustainability Officer:

Bats have been recorded around the site but limited activity was recorded in the site. Based on the information provided, it is reasonable to assume a Natural England Bat Licence would be forthcoming. Accordingly, I have no objections subject to the following:

Condition

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

Energy

Condition

Prior to the commencement of development full specification of the PVs shall be submitted in writing to the Local Planning Authority. The specification shall include the type of PV and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. Details including specifications and location of the air source heat pumps shall also be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved designs.

Reason

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

Trees/Landscape Officer:

This site is occupied by a number of old industrial/warehouse units to the south of Horton Road. The site is located at the west end, close to the junction with Yiewsley High Street where it rises to approach the road bridge over the Grand Union Canal. The site to the east has recently been redeveloped to provide flats. The southern boundary is defined by the tree-lined towpath of the Grand Union Canal, to the south of which lies West Drayton Station. The functional and industrial nature of the site has resulted in very little vegetation of note within the site, largely restricted to self-set trees and shrubs. However, the wider environment and outlook from the site benefits off-site trees, particularly those on the Canals & Rivers Trust land, adjacent to the towpath.

There are no TPO's or Conservation Area designations affecting trees on, or close to, the site. A tree report by Viewpoint Associates has assessed the condition and value of 19 individual trees and

groups on, and close to, the site. Excluding hedges and shrubs, the survey has identified 10 'C' (poor) grade trees and 5 'U' grade trees - which should be removed in the interests of good management. 8 'C' grade trees (T1, 10, 11, 13, 15, 16, 17, and 18) - all 'off-site/canalside' - will be retained as part of the development. 7 trees will be removed to facilitate the development (2 'C' grade and 5 'U' grade). The report notes (clause 12) that many of the retained trees have root protection areas (RPA's) which extend into the site. However, it also notes that these areas are currently hard areas which will be soft landscaped as part of the proposed development. An Arb Method Statement will be required to inform the demolition and construction process.

At clause 13.0 it is noted that T13, on CRT land, may be vulnerable to the proposals and will require liaison with CRT and/or exploratory excavation to determine the extent of the RPA. A colour-coded summary 'Tree Removal & Tree Management Schedule' is provided on p.19.

There is no objection to the tree survey and its recommendations. The scheme is supported by a 'Landscape Design Statement', Viewpoint Associates. This report explains the design rationale and evolution of the scheme into 7 principle landscape character areas. In addition to creating a sense of place, one of the guiding objectives is to mitigate for the loss of existing trees. The scheme will include the planting of 26 semi-mature/advanced nursery stock species, together with hedges, shrubs, herbaceous plants and bulbs.

While there is no objection to the proposals, this urban site would benefit from additional tree planting:

- in character area 1 in the north-west corner near the canal access
- within character area 7 'access routes' which are dominated by large expanses of hard surfacing.

Some softening with trees should be feasible and is highly desirable to improve the outlook/intervisibility along the northern boundary. If the application is recommended for approval, landscape conditions will be required to safeguard the trees and refine the landscape proposals.

No objection subject to conditions RES8 (Arb Method Statement, Tree Protection Measures and supervision on site at key stages of the demolition and construction programme), RES9 (parts 1,2,3,5 and 6) (landscaping) and RES10 (tree retention).

Officer comments:

The applicant has confirmed that the proposal does not include the retention of any existing trees, hedges or shrubs within the red line site. All trees to be retained will be located outside of the red line site; it is therefore considered that in this instance condition S10 (tree retention) is not required.

Waste Strategy:

Volume of Waste and Recycling Arising

a) I would estimate the waste arising from the development to be as shown below: -

- Size of household	One bedroom	Two bedroom
- Number in development	57	29
- Projected Weekly Waste & Recycling per household	140 litres	170 litres
- Waste & Recycling produced from all households	7980 litres	4930 litres

Total Weekly Waste Arising: 12910 litres

Minimum number of 1,100 litre bins required = 12

Therefore the 9 eurobins shown would not be able to hold the predicted volume of waste and

recycling generated. I would suggest that initially 12 eurobins are on site for refuse only in owing to contamination issues, then recycling bins can be added later.

#### Design Considerations

b) 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 a 1,100 litre bulk bin are shown in the table below:

Bin Size: 1,100 litre Eurobin  
Height: 1,370 mm  
Depth: 990 mm  
Width: 1,260 mm

c) 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.

d) 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.

e) 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.

f) 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.

g) 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).

h) 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).

i) 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.

j) 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.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The site is not a designated Industrial or Business Area in the Hillingdon Local Plan: Part

One - Strategic Policies (November 2012), Employment and Land Map. Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) relates to the loss of employment land outside identified Industrial and Business Areas. This policy protects such uses subject to certain criteria. Also, Policy LE4 protects such uses unless:

1. The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion, or an adverse impact on the character of the area;
2. The site is unsuitable for industrial or similar redevelopment due to its size, shape, location or lack of vehicular access;
3. There is no realistic prospect of the land being used for industrial, warehousing or employment generating land uses in the future;
4. The proposed use is in accordance with the Council's regeneration policies.

The Council's Employment Land Study 2009/2010 aims to assess the Borough's employment sites and premises in order to provide a robust evidence base to support the retention or release of existing employment land, where appropriate in the emerging Local Development Framework. It is acknowledged that the Employment Land Study 2009 and 2010 and 2014 updates confirm that there is an oversupply of industrial land in Hillingdon; the application site provides approximately 2563sq.m of commercial/light industrial floor space which makes up approximately 4.8% of the total industrial land availability on the West Drayton Sub-Market and approximately 0.024% of the total industrial floor space in Hillingdon. The loss of this employment land may therefore be considered to have a limited impact on the overall oversupply of employment land in Hillingdon, although the cumulative effect of such losses must be taken into consideration.

The application site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and is an identified 'growth area' with a large number of residential developments within the immediate area. The character and appearance of the commercial site visually impacts on the character and amenity of the surrounding residential area. It is considered that the proposal would provide an improvement to the amenity of the area.

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to encourage additional housing, predominantly one or two-bedroom units, in town centres. Policy H8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved, as discussed elsewhere in this report.

Therefore, subject to compliance with other relevant policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), there is no objection in principle to the redevelopment of the site for residential use.

## **7.02 Density of the proposed development**

The application site is located on Horton Road, West Drayton and has an area of 0.52 ha. The local area is considered to represent an urban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 200 - 450 hr/ha or between 70 -170 u/ha, (assuming 2.7 - 3.0 hr/u) could be achieved for the application site.

The proposed scheme would provide 87 residential units with a density of 167 units per

hectare, and so would fall within the guidelines set out within Table 3.2 density matrix of the London Plan. As such, the proposed development would achieve an acceptable level of density for the area, in accordance with Policy 3.4 of the London Plan (2016).

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

The application site is not located within a Conservation Area and does not contain any Listed Buildings. Although there are no Listed Buildings on the site, the Conservation Officer considers that as at least one of the buildings, Horton House, is Victorian and the others are early/mid 20th century it is important that the buildings on the site are recorded to Historic England Level 1 (photographic record) prior to demolition; this is particularly important as the area is changing so rapidly. A condition to this effect will be included on any consent granted.

Whilst the site lies adjacent to the Colne Valley Archaeological Priority Zone, Historic England's Greater London Archaeology Advisory Service considers that the proposed development would not impact on heritage assets of archaeological interest.

#### **7.04 Airport safeguarding**

Not applicable to this application.

#### **7.05 Impact on the green belt**

Not applicable to this application.

#### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

Policy BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that proposals adjacent to the Grand Union Canal enhance the environmental and visual qualities of the canal.

The current buildings are considered to have a relatively poor relationship to the street and the canal, with no active frontage or natural surveillance to either Horton Road or the waterway. The redevelopment of the site therefore presents an opportunity to improve the site's relationship with the street frontage and canal.

The immediate area does not have one specific architectural style with a variety of different residential buildings and some industrial and warehouse buildings with heights ranging from two to six storeys in places.

The proposal would provide three residential blocks ranging from six to four storeys and a three-storey dwelling. The Council's Conservation Officer raises no objection in principle to the redevelopment of this site; the heights of the proposed blocks and the three-bed dwelling are considered to be acceptable. In regards to appearance, the proposed buildings would use a range of materials to add interest to the buildings, further details of which can be provided by way of a condition on any consent granted.

Block A would be located at the front of the site and there would be an A1/A2 or A3 commercial unit on the ground floor. The proposed corner element of Block A and the proposed commercial unit on the ground floor would bring attention to the existing pedestrian access to the canal, providing an active frontage and creating an enhanced area along the Canal for use by the wider area as well as residents; this is welcome as the existing access is not clearly signposted and has a poor visual relationship with the street scene and a lack of natural surveillance.

Blocks B and C have been set back over 12m away from the canal in order to ensure that the proposed development retains the openness of the canal. Whilst Block A is set closer to the canal, the proposed commercial use of the ground floor and associated outdoor seating area would open up this section of the site, thereby improving views of the canal. On balance it is considered that the proposed buildings would have an acceptable relationship with the canal.

To further ensure that the proposed development would have an acceptable impact on the openness of the canal, the proposed boundary treatment will be as open as possible so to increase visibility between the site and the canal whilst retaining an acceptable level of privacy and security; further details of the proposed boundary treatment of the site will be provided by way of a condition on any consent granted.

Overall it is considered that the proposed development would have an acceptable impact on the character and appearance of the immediate street scene and surrounding area, would improve access to the canal and improve the visual amenity of this section of the Grand Union Canal. The proposal therefore complies with Policies BE13, BE19, BE26 and BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.08 Impact on neighbours**

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD seek to ensure that new buildings and extensions maintain and allow adequate levels of daylight and sunlight to penetrate into and between them. There should be a minimum distance of 15m between buildings to overcome possible overdomination. New developments should comply with the 45 degree principle. Furthermore these policies state that planning permission will not be granted for new buildings and extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to protect the privacy of neighbouring dwellings. Furthermore, Paragraph 6.12 of the Council's HDAS: Residential Extensions SPD requires a 21m separation distance between habitable rooms to ensure no loss of privacy would occur.

There would not be an issue of overlooking and loss of privacy between Blocks A and B as a separation distance of over 21m would be achieved between the two blocks. Block A and the three-bed dwelling (Block D) would be located opposite each other with the access road between them; due to the orientation of the buildings and the positioning of the windows, it is considered that an acceptable level of privacy would be achieved for residents of the three-bed dwelling and Block A.

In regards to Blocks B and C, the two blocks are separated by at least 15m and so there would not be an issue of loss of daylight/sunlight between the two buildings. In regards to privacy, although parts of Blocks B and C would fall below the 21m separation distance, it is considered that an acceptable level of privacy would be achieved due to the positioning

and orientation of the two blocks, and the use of high level windows, which would not result in high levels of overlooking.

Concerns were raised during the public consultation over loss of light to Crusader House from six-storey buildings, along with the loss of privacy. Block A would be six storeys high and located over 40m away from Crusader House; Block B, five storeys high, would be located over 30m away; Block C, four storeys high, would be located 34m away. The proposed buildings would therefore exceed the 15m and 21m separation distances for daylight/sunlight and privacy, and so would not result in loss of daylight/sunlight and privacy to occupiers of Crusader House.

There would not be an issue of loss of daylight/sunlight or privacy to the neighbouring 15-44 Otter Way, located east of Block C, due to a 21m separation distance between the two buildings. 45-50 Otter Way, is located approximately 16m to the north of Block C and so would not result in a loss of daylight/sunlight. It is considered that the window treatment on the northern elevation of Block C would be acceptable and would not result in a significant impact on privacy to residents through the use of high level windows to kitchens and narrow secondary windows to living rooms.

Overall it is considered that adequate levels of daylight/sunlight and privacy could be provided for the proposed development and so would not cause harm to residential amenity, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

#### **7.09 Living conditions for future occupiers**

Internal Floor Space:

Policy 3.5 of the London Plan sets out minimum internal floor space standards for residential units requiring 50sq.m for one-bed two person units, 61sq.m for two-bed three person units, 70sq.m for two-bed four person units and 86sq.m for three-bed five person units.

The proposed residential units within the three blocks of flats would comply with the recommended floor space standards for one-bed and two-bed units set out in Policy 3.5 of the London Plan.

In regards to the proposed three-bed dwelling, the London Plan requires three-bed five person three-storey dwellings to provide a minimum of 102sq.m of internal floor space. The proposed dwelling would be provided with 117.11sq.m of internal floor space and so would comply with Policy 3.5 of the London Plan.

External Amenity Space:

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that adequate external amenity space is retained for residential properties. The Council's HDAS: Residential Layouts SPD states that one-bed units should be provided with a minimum of 20sq.m of external amenity space, 25sq.m for two-bed and 30sq.m for three-bed units.

The proposed scheme would provide 57 one-bed units and 29 two-bed units within the three blocks, and so would require a total of 1865sq.m of external amenity space. The proposal would provide each unit with a terrace or private balcony (the balconies would range from 4.7sq.m to 11.9sq.m) along with 1300sq.m of shared amenity space. The overall amount of external amenity space would exceed 2500sq.m and so would provide an

acceptable level of external amenity space for the proposed units.

The Council's HDAS: Residential Layouts SPD also states that three-bedroom houses are provided with a minimum of 60sq.m of external amenity space. The proposed three-bedroom dwelling house would be provided with a private garden that just complies with the recommended 60sq.m; to ensure that adequate amenity space is retained, a condition removing permitted development rights for extensions and outbuildings for the dwellinghouse shall be added to any consent granted.

The proposal therefore complies with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposed development would be accessed off of Horton Road using the existing site entrance which would be widened to improve accessibility to the site; the alterations to the access road are considered to be acceptable and would require a S278 agreement which will be dealt with through a S106 Agreement.

A Transport Assessment has been provided as part of the application and has been assessed by the Council's Highways Engineer; the proposed development would generate an additional 35 trips over 24 hours which is considered to be acceptable and would not lead to a significant increase in traffic generation.

The proposed development is therefore considered to comply with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards. Given the site's PTAL rating, its location close to the High Street and within walking distance of West Drayton Station (which forms part of the Crossrail route) it is considered that a parking ratio of between 0.9 and 1 spaces per unit would be acceptable.

The proposed scheme would provide parking spaces for 78 cars in total; 13 car parking spaces would be provided at street level between Blocks A and B, and two of these spaces would be for disabled parking. The remaining 65 car parking spaces would be located within a basement that would be located underneath Blocks B and C; six spaces would be for disabled parking.

It should also be noted that the car-parking ration of just over 0.9 spaces per flat is the same as the nearby Padcroft development, hence no objection is raised in this regard.

The Council's Highways Engineer considers the proposed number of car parking spaces to be acceptable subject to the provision of a car park management plan, four motorcycle parking spaces and 20% active and 20% passive electric vehicle charging points; these issues can be dealt with by way of conditions on any consent granted.

The proposed development would also provide 134 cycle parking spaces which would be provided in three covered and secure areas associated with the residential blocks; the



proposed cycle storage is considered to be acceptable in regards to the number of space and the locations of the cycle stores.

The proposal is therefore considered to be compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

#### **7.11 Urban design, access and security**

Urban Design:  
See Section 7.07 of this report.

Access and Security:

The Metropolitan Police have assessed the proposed development and requested secure boundary treatment between the proposed buildings and the canal. Whilst Secure by Design matters are now largely covered under Building Regulations, further details of the proposed boundary treatment of the site will be provided by way of a condition on any consent granted, so as to ensure acceptable levels of security.

#### **7.12 Disabled access**

The Council's Access Officer has assessed the application and considers that the proposed development would provide acceptable levels of accessibility for future residents.

#### **7.13 Provision of affordable & special needs housing**

The development would introduce a total of 87 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13 (2016). Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that 35% of all new residential units in the borough should be delivered as affordable housing. Subject to the provision of robust evidence, the Council 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, 30 of the 87 units proposed in the scheme 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.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The applicant has proposed 9 units which equates to 14% of the habitable rooms. The reason the habitable room percentage is much higher than the unit percentage is because the Council Housing officer wanted the 3-bed family dwellinghouse to form part of the affordable housing offer (which has been agreed by the applicant).

It should be noted that the scale of the basement parking area had a major impact on development viability. Officers are comfortable that the right size basement is proposed mindful of its impact on the scheme's viability.

#### **7.14 Trees, landscaping and Ecology**

Trees and Landscaping:  
Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

The site borders the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation. There are established off-site trees on the towpath, along the southern site boundary. The site itself has limited vegetation due to the functional and industrial nature of

the site and mostly comprises of hard standing.

The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of West Drayton.

The Council's Trees/Landscape Officer has assessed the application and raises no objection to the proposed residential development subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Ecology:

Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to preserve and enhance Hillingdon's biodiversity, including protected species such as bats.

Policy EC1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect sites of Metropolitan Importance for Nature Conservation from unacceptable ecological effects.

Policy EC2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests whilst Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Policy 7.30 seeks the protection of the Blue Ribbon Network (a network of strategic waterways identified within the London Plan with measures taken to improve the habitat and amenity value of the waterways).

The Council's Sustainability Officer has assessed the application and raises no objection to the proposed development in regards to its impact on ecology subject to a condition requiring the provision of a scheme to protect and enhance ecology within the site and alongside the canal boundary. The Canal & River Trust have also assessed the application, and subject to a condition in regards to external lighting, raises no objection to the proposed development in regards to ecology.

It is therefore considered that the proposed development would comply with Policy 7.19 of the London Plan (2016), Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies EC1, EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.15 Sustainable waste management**

The proposed scheme would provide covered and secure refuse storage on the ground floors of Blocks A, B and C; 22 1100 litre euro bins would be provided in total which is considered to be acceptable for the development. Further details of refuse storage for the proposed commercial unit can be provided by way of a condition on any consent granted.

#### **7.16 Renewable energy / Sustainability**

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 35% improvement on building regulations 2013. Parts C & D of the policy require proposals to include a detailed energy assessment.

An Energy Statement and Sustainability Report has been submitted as part of the application and assessed by the Council's Sustainability Officer. The proposed development would provide energy through the provision of PVs on the roofs of the proposed buildings. The Council's Sustainability Officer raises no objection to the proposed development subject to further details of the proposed PVs.

The proposal therefore complies with Policies 5.2, 5.13 and 5.15 of the London Plan (2016), Policy EM1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and the National Planning Policy Framework.

#### **7.17 Flooding or Drainage Issues**

Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within Flood Zone 1 on the Environment Agency maps; therefore a flood risk assessment is not required as part of this application.

A basement car park is included as part of this proposal. The Council's Floodwater Management Officer has assessed the submitted Drainage Design Strategy and considers that subject to the provision of a sustainable water management scheme by way of a condition, the proposed development would be acceptable in regards to drainage.

The proposal is therefore considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.18 Noise or Air Quality Issues**

Noise:

Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not grant permission for uses detrimental to the character or amenities of surrounding properties due to noise unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

To ensure that the proposed development does not cause harm to residential amenity during construction, a condition requiring the provision of a Construction Environmental Management Plan (CEMP) shall be added to any consent granted.

The Council's Environmental Protection Unit raises no objection to the proposed commercial and residential uses on the site subject to conditions in relation to control of noise and odour from plant and/or machinery for the commercial unit and the undercroft parking extraction.

The proposal is therefore considered to comply with Policy 7.15 of the London Plan (2016) and Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Air Quality:

The proposed development is within the declared AQMA and in an area that is likely to be slightly below the European Union limit value for annual mean nitrogen dioxide (40.0mg/m3).

Besides the impact of the development on the existing residents, air quality consideration also needs to be given to the impact on the proposed development of existing air quality in the area, as a number of new sensitive receptors are being introduced into a poor air quality area. An air quality assessment has been provided as part of the application; the Council's Air Quality Officer considers the submitted air quality assessment to be acceptable; subject to a Section 106 obligation of £32,062 for contributions to the air quality monitoring network in the area the proposed development complies with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

#### **7.19 Comments on Public Consultations**

Three responses were received during the public consultation. Issues relating to noise and disturbance from construction and the proposed development have been discussed elsewhere in this report. In regards to concerns over consultation of the proposal, this has been carried out in accordance with statutory consultation requirements. Concerns over loss of light and privacy have been discussed elsewhere in this report.

#### **7.20 Planning obligations**

The proposed development would be Mayoral CIL Liable. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £95 per square metre for residential developments.

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

None

### **8. Observations of the Borough Solicitor**

#### **General**

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

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

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

#### **Planning Conditions**

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

## **9. Observations of the Director of Finance**

Not applicable to this application.

## **10. CONCLUSION**

Planning permission is sought for the demolition of existing buildings and redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, an A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and a relocated sub-station.

There is no land use policy objection to the principle of a residential-led development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for future housing development. The proposal provides a regeneration opportunity to improve the character and appearance of the canal side, and would provide an acceptable level of residential amenity for residents in regards to sunlight/daylight, privacy, internal floor space and external amenity space.

The proposed development is considered to comply with Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24 and LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

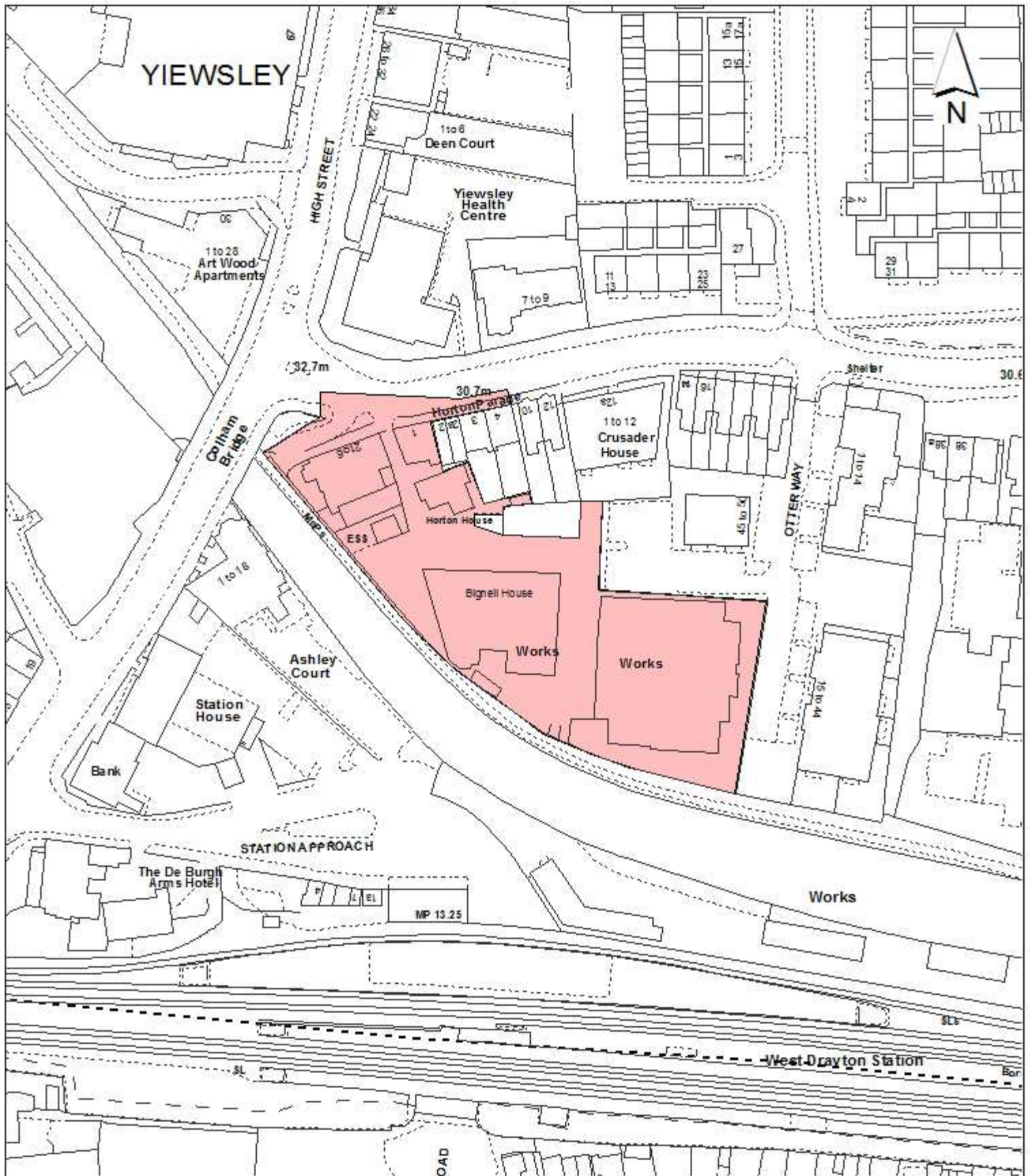
The application is therefore recommended for approval, subject to conditions and a S106 Agreement.

**11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
National Planning Policy Framework  
London Plan  
HDAS: Residential Layouts

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Land r/o 2-24  
Horton Road**

Planning Application Ref:

**71582/APP/2016/4582**

Planning Committee:

**Major** Page 161

Scale:

**1:1,250**

Date:

**May 2017**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON

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# Plans for Major Applications Planning Committee

Wednesday 10th May  
2017



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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**Report of the Head of Planning, Sport and Green Spaces**

**Address** MOUNT VERNON HOSPITAL RICKMANSWORTH ROAD NORTHWOOD

**Development:** Erection of a single storey detached building for use as a skin care unit.

**LBH Ref Nos:** 3807/APP/2017/741

**Date Plans Received:** 01/03/2017

**Date Application Valid:** 02/03/2017

**Date(s) of Amendment(s):** 28/02/2017

29/03/2017

21/04/2017

01/03/2017

30/03/2017



revision | by | date | index

**New Skin Centre, Mount Vernon Hospital**  
Rickmansworth Rd, Northwood,  
Middlesex HA6 2RN



Oxford office: St Thomas House, 6 Becket Street, Oxford, OX1 1PP  
t: 01865 305130 f: 01865 246424 w: www.gbshealth.co.uk

**Location Plan**

scale 1:2500 @ A3 date May '16 drawn TS

**6650.101**



revision	by	date	index

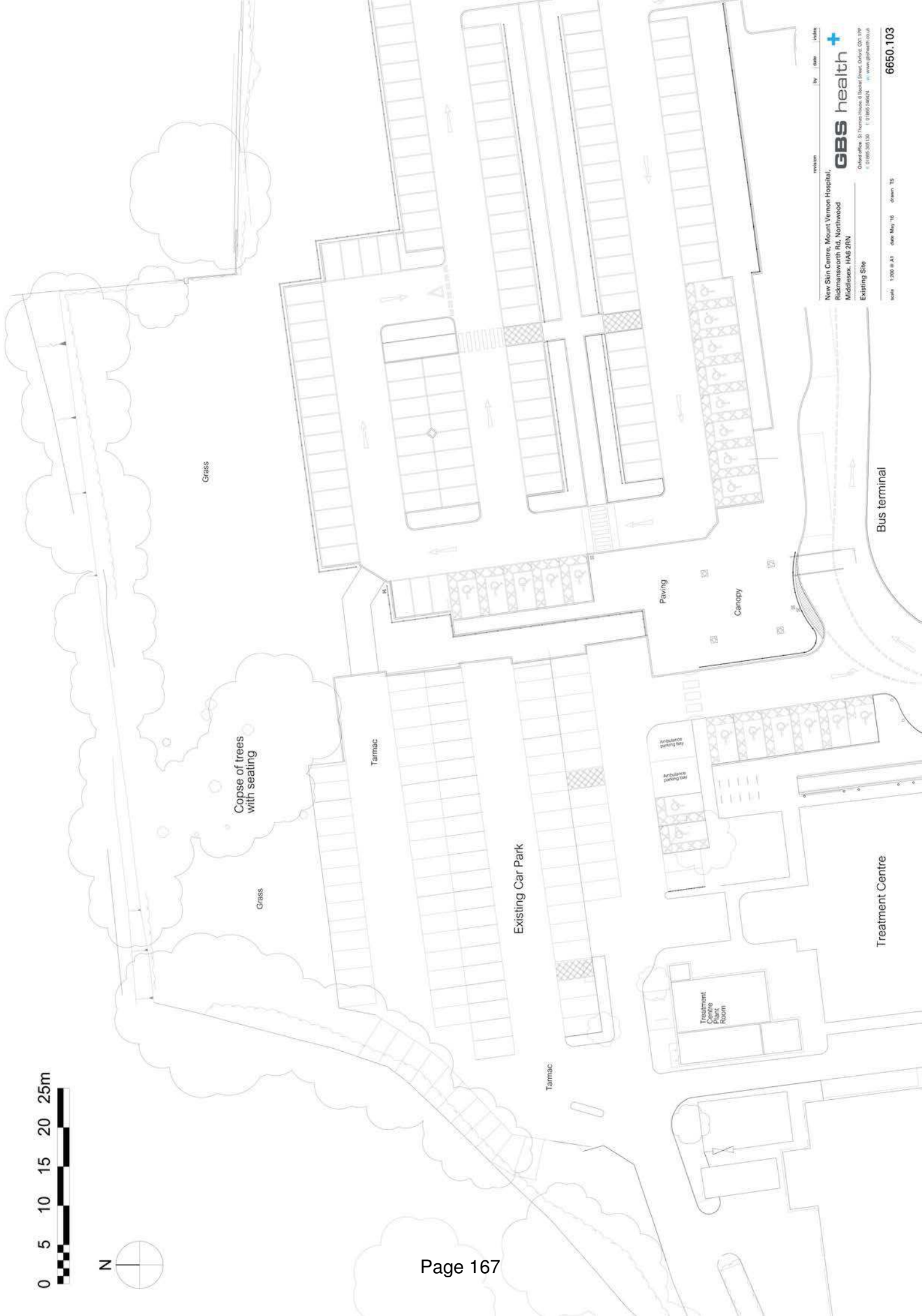
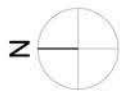
**New Skin Centre, Mount Vernon Hospital**  
 Rickmansworth Rd, Northwood,  
 Middlesex HA6 2RN



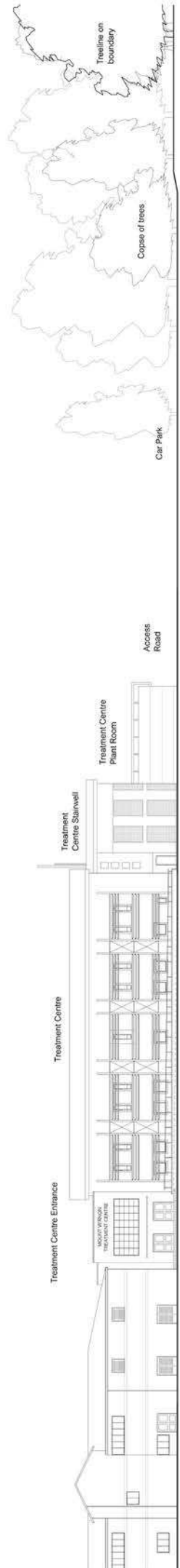
Oxford office: St Thomas House, 6 Becket Street, Oxford, OX1 1PP  
 T: 01865 305130 F: 01865 246424 W: www.gbshealth.co.uk

**Block Plan**

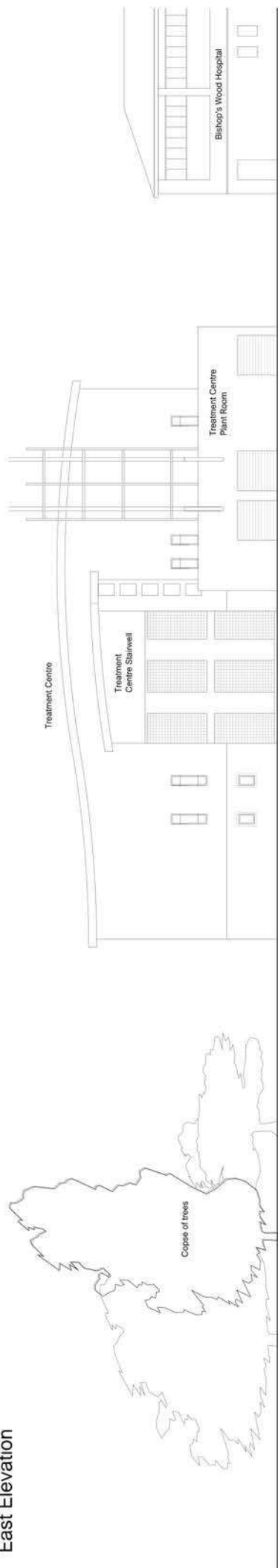
scale 1:500 @ A3 date May '16 drawn TS **6650.102**



revision by date index  
**GBS health** +  
 New Skin Centre, Mount Vernon Hospital,  
 Rickmansworth Rd, Northwood  
 Middlesex, HA6 2RN  
 Existing Site  
 Order ref: S-Thorpe-House-6-Special-Steel-Overst-Q01-15P-  
 1-0885-263138 1-0885-144424 www.gbshealth.co.uk  
 scale 1:250 @ A1 date May '16 drawn TS  
**6650.103**



East Elevation



North Elevation

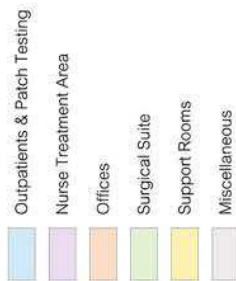


West Elevation



South Elevation





- Note:
- Dotted line rooms are not fully enclosed
  - Corridors are drawn at 1600mm wide to allow passing for wheelchair users
  - Roof lights/Barrisol Natural Light fittings positions are indicative only.
  - Window positions to be confirmed and are indicative only.
  - Provision for fire exits, escape routes and compartmentalisation to be marked up and reviewed by the Trust fire officer
  - Schedule of Accommodation initially based on the latest Trust issued schedule on 26/05/2016 but has been altered in line with user comments

**Schedule of Accommodation**

Room Name	Area (sqm)	Room Name	Area (sqm)
Outpatients & Patch Testing	15	General Management (2)	12
Patch Prep	11	Junior Doctors (6)	15.3
Patch Testing 1	14.2	Senior Doctors (10)	52
Patch Testing 2	16.5	IT Support (1)	6
CE 1	16.5	Nurses (13)	13.5
CE 2	16.5	IT Development Rm (1)	6
CE 3	16.5	Medical Support (6)	26
CE 4	16.5	Office & Microscope	12
Exam Room	18	Store Admin & Medical Records	9.6
Sub Washing Area	12.7		
Sub Medical Area	10		
Medical Photography	23.3		
Clinical Store	4.8		
Surgical Store	23.2		
Operating Rm 1 (MOHS OP Rm 1)	23.2		
MOHS Lab	14		
Operating Rm 2 (MOHS OP Rm 2)	24		
Operating Rm 3 (Treatment 1 - Laser)	28		
Operating Rm 4 (Treatment 1 - Laser)	24		
Laser Store	8.2		
Recovery Bay	4.8		
Clean Utility & Surgical Store	14.6		
Dirty Utility	13		
Disabled WC	4.5		
Recovery	2.2		
Nurse Treatment Area	9.6		
UVB1	9.6		
Hand & Foot UVB	6.5		
Treatment Room 1	9.4		
Treatment Room 2	9.4		
Treatment Room 3	9.4		
Nurse Base	13.2		
Day Room	9.2		
Dirty Utility	1.8		
Pharmacy & Pharmacy Store	12.9		
Bathroom	12		
Offices	15	Miscellaneous	10
General Management (2)	12	M&E External Compound	(tbc)
Junior Doctors (6)	15.3		
Senior Doctors (10)	52		
IT Support (1)	6		
Nurses (13)	13.5		
IT Development Rm (1)	6		
Medical Support (6)	26		
Office & Microscope	12		
Store Admin & Medical Records	9.6		
Support Rooms	26.6		
Toilets M/F*	5.6		
Waiting Area	40		
Seminar Rm	43.1		
Bookings	13.2		
Lockers	19.6		
Staff WC (2)	3.2		
Staff Shower	3.7		
Staff Store	3.7		
Linen	6.3		
IT Central Server Rm	6		
Cleaner's Cupboard	12		
Internal Plant Rm	13		
Miscellaneous	10		
M&E External Compound	(tbc)		

Gross Internal Floor Area\* 1184sqm  
 \*Does not include External M&E, Bin Store or Entrance Canopy

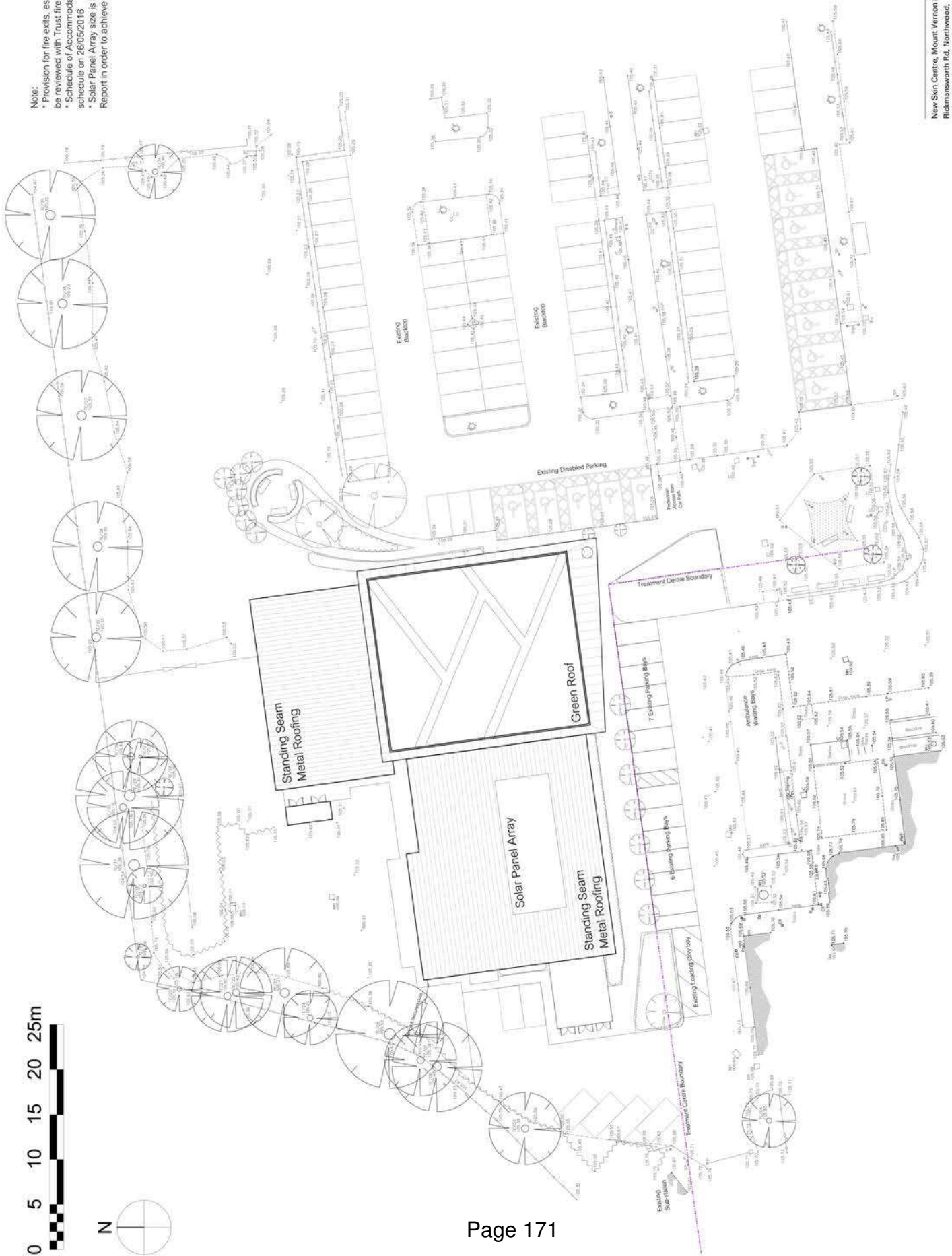


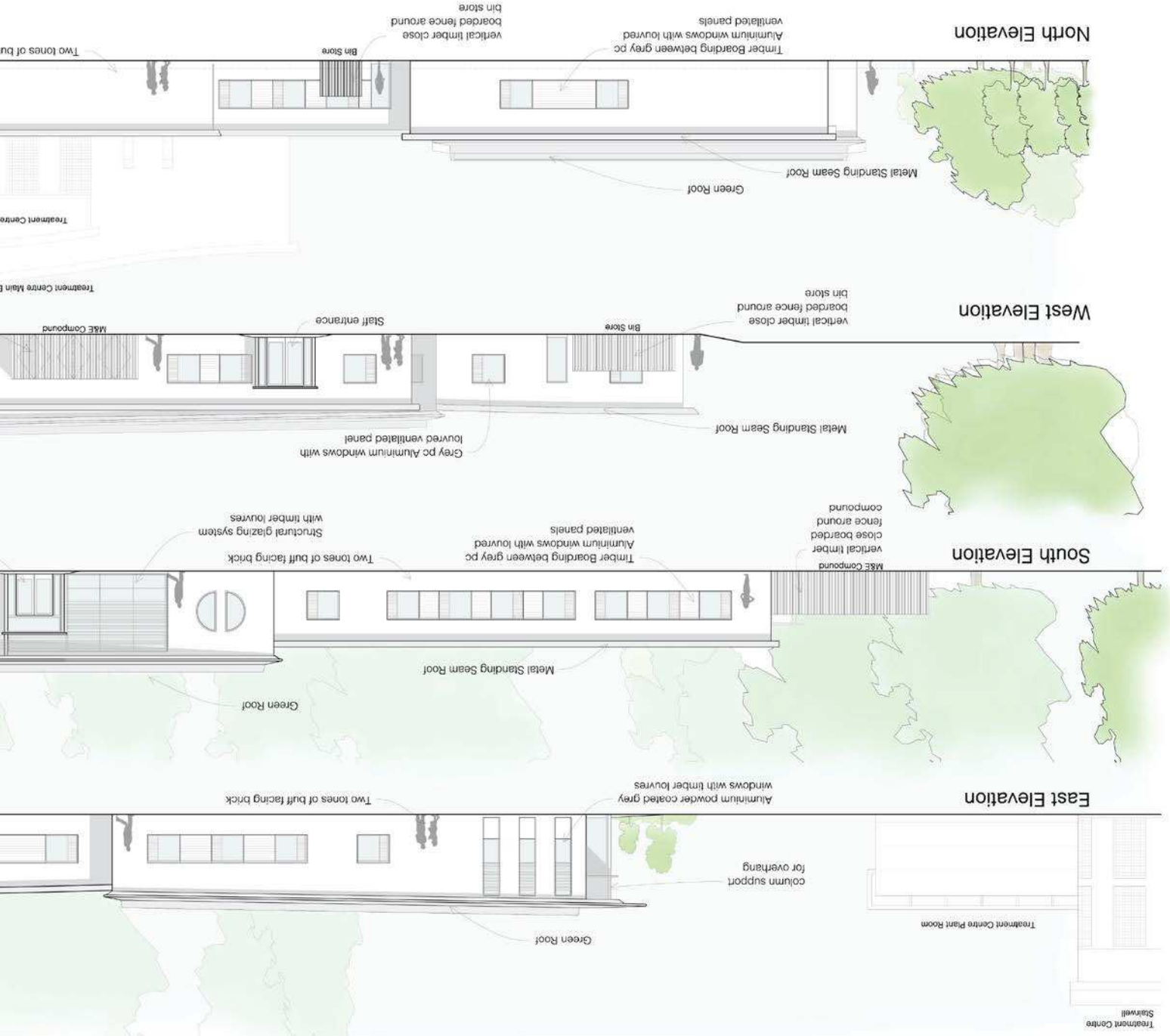
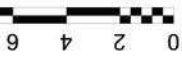


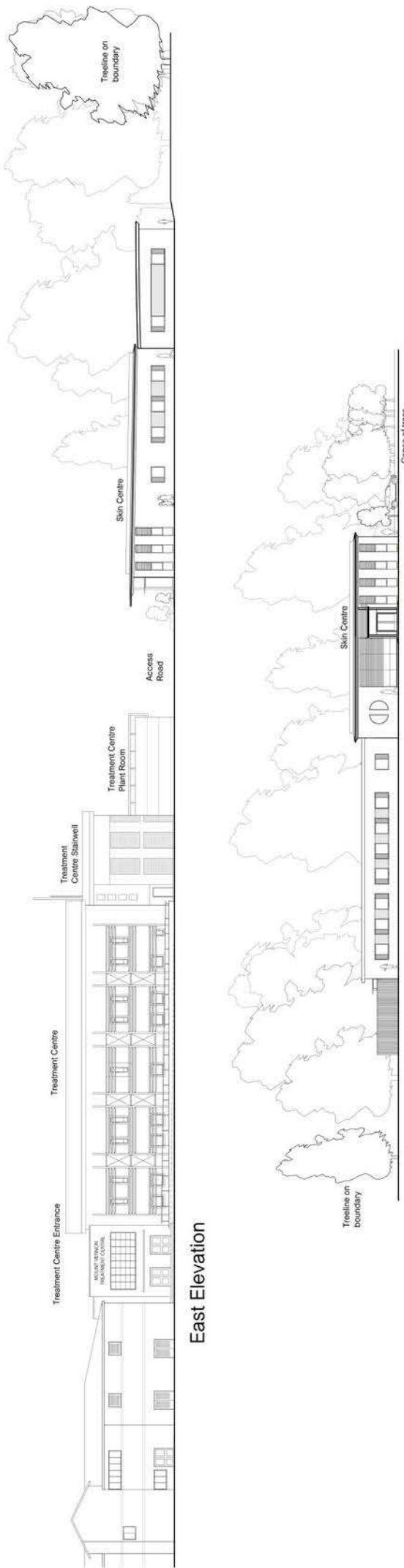


Note:

- Provision for fire exits, escape routes and compartmentalisation to be reviewed with Trust fire officer
- Schedule of Accommodation based on the latest Trust issued schedule on 26/05/2016
- Solar Panel Array size is based on findings in Environmental Report in order to achieve 35% below Part L 2013.





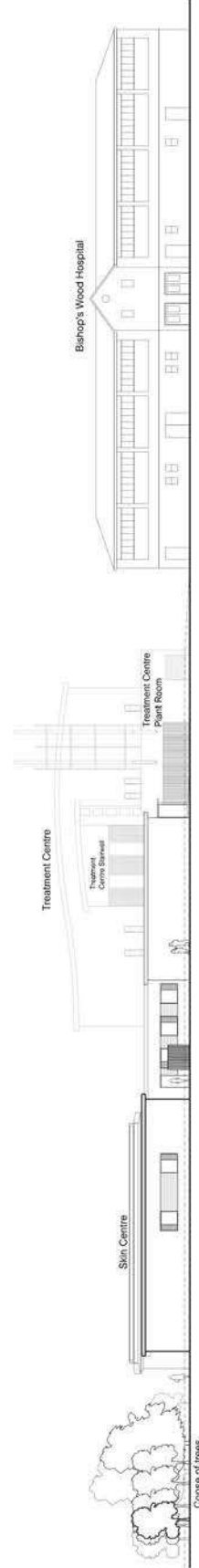


East Elevation

South Elevation

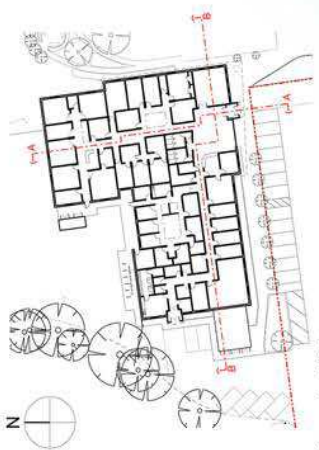


West Elevation

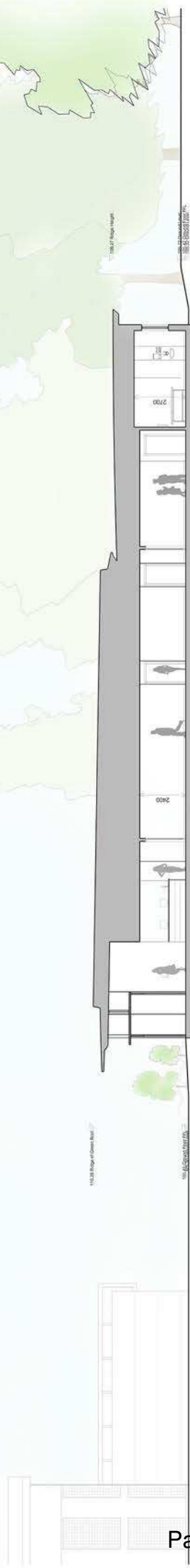


North Elevation

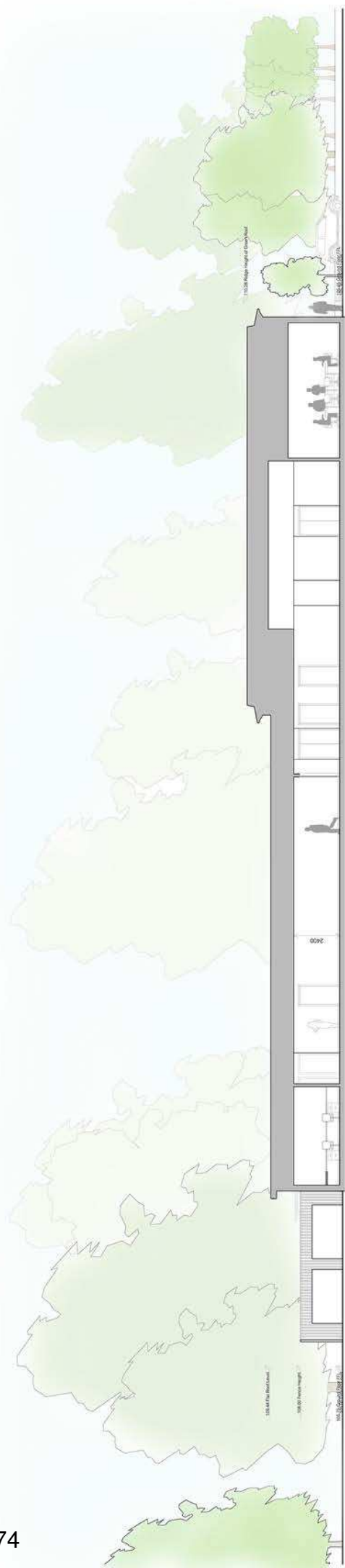




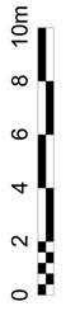
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Section A - A



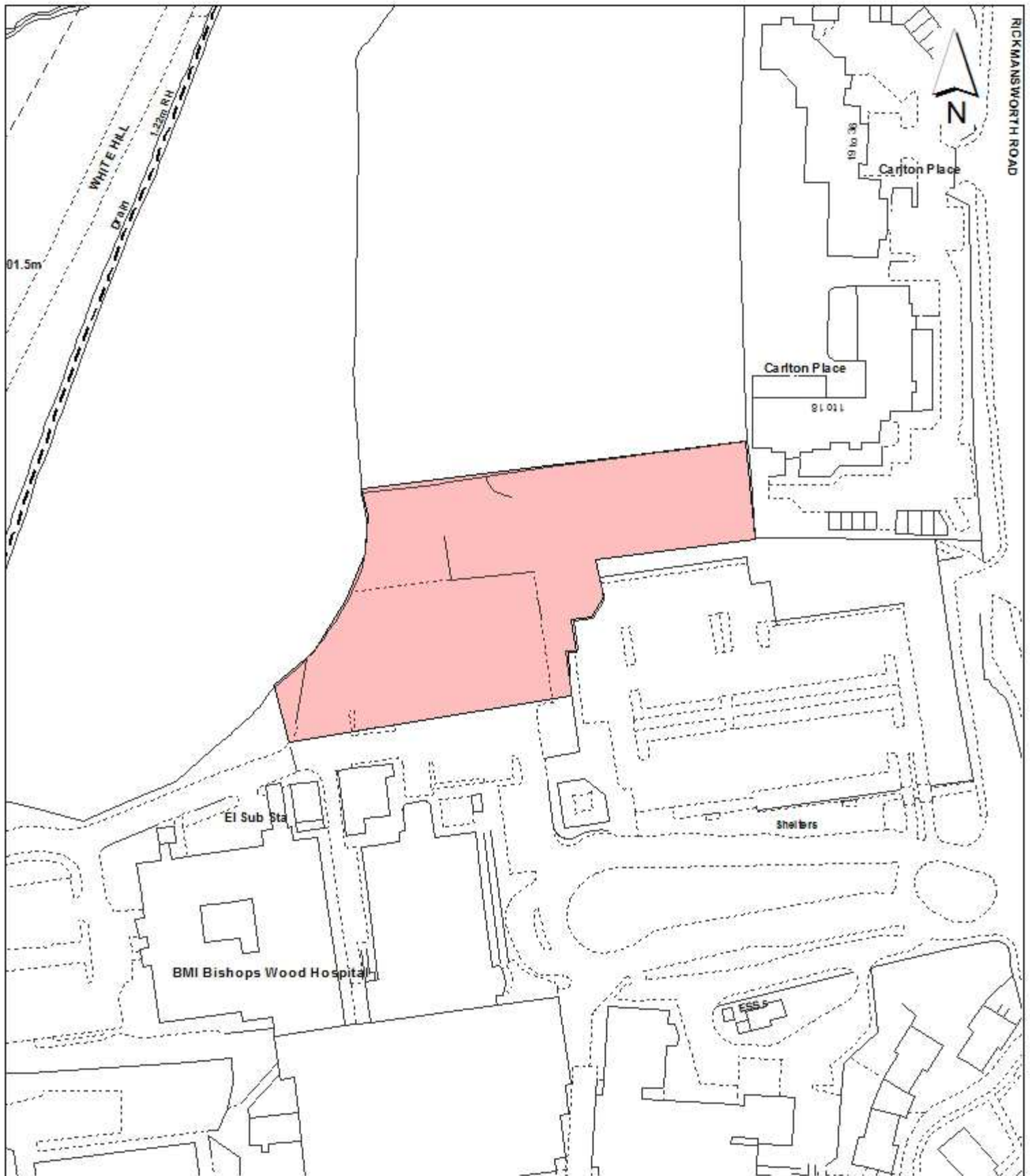
Section B - B



KEY	
	OVERFLOW CAR PARK 127 spaces
	OLIVER SCOTT BUILDING CAR PARK 49 spaces
	OUT PATIENTS BUILDING CAR PARK 28 spaces



<b>The Hillingdon Hospitals</b>  NHS Foundation Trust Estates Department Pield Heath Road Uxbridge UB8 3NN 01895 279593	Project <b>Mount Vernon Hospital          New Skin Centre</b>	Drawing <b>Access and Parking Arrangements</b>	Drawn by IV	Scale NTS
	Proposed location of new Skin Centre	Date June 16	Cad ref	REV <b>01</b>



**Notes:**

 Site boundary

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Site Address:

**Mount Vernon Hospital**

**LONDON BOROUGH OF HILLINGDON**

**Residents Services Planning Section**

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

Planning Application Ref:

**3807/APP/2017/741**

Scale:

**1:1,250**

Planning Committee:

**Major Page 176**

Date:

**May 2017**



**HILLINGDON**  
LONDON

**Item No.**            **Report of the Head of Planning, Building Control, Sport & Green Spaces**

**Address**            SITE OF FORMER BLUE ANCHOR PH PRINTING HOUSE LANE HAYES

**Development:**    Redevelopment of vacant site to provide a part 2, part 3 and part 4 storey building comprising 1,444 sq.m B1 office floorspace, associated parking together with hard and soft landscaping.

**LBH Ref Nos:**     2734/APP/2016/4592

**Date Plans Recieved:**    21/12/2016

**Date(s) of Amendment(s):**    21/12/2016

**Date Application Valid:**    28/12/2016



**'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1 AP**

**LOCATION PLAN**

Scale 1:1250 at A3

Drawing No. *PHL / P16 / 01*



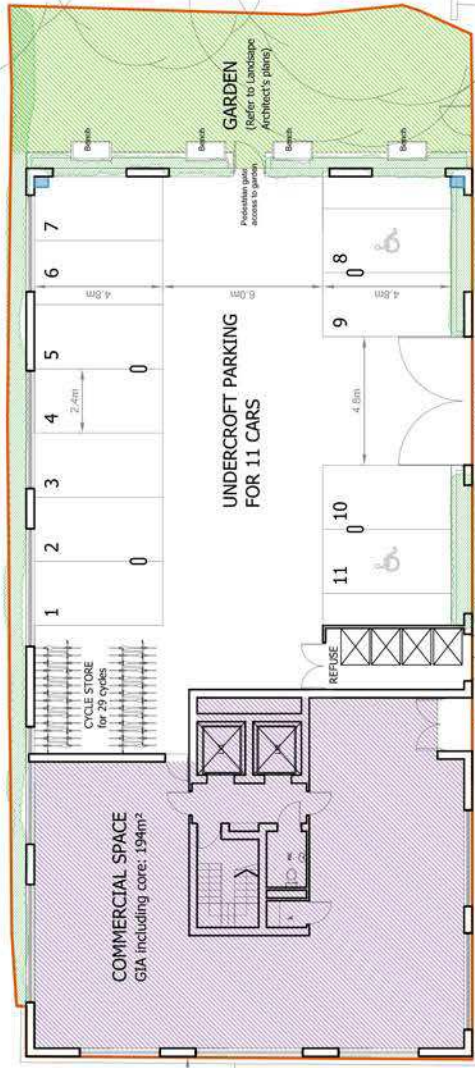
**'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1AP  
PROPOSED SITE LAYOUT**

Scale 1:200 at A3

Drawing No. PHL / P16 / 04 Rev. A

BUILDERS' STORAGE YARD

GRAND UNION CANAL



PRINTING HOUSE LANE

APPIN HOUSE

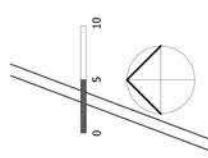
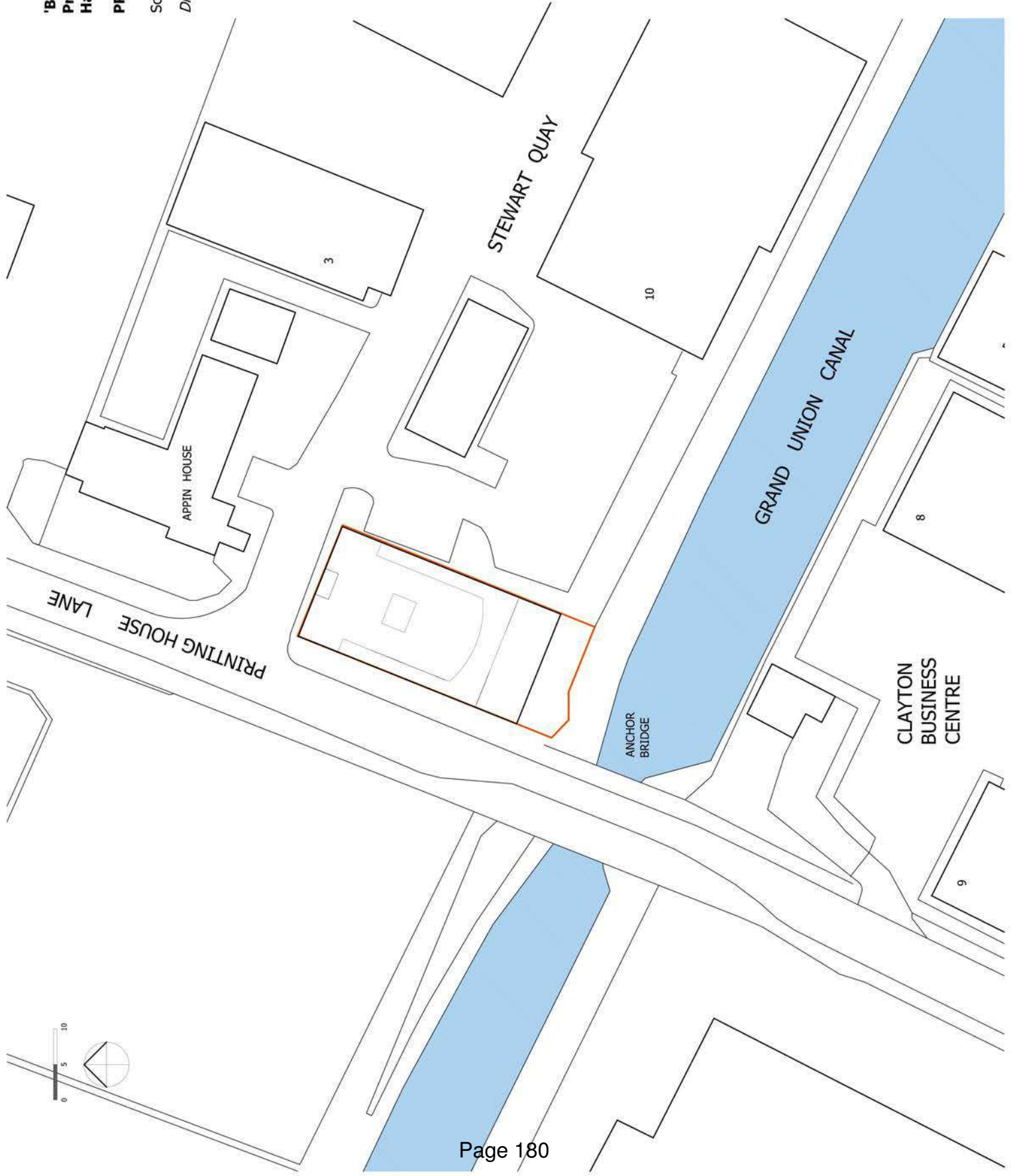
G20  
S7  
H22



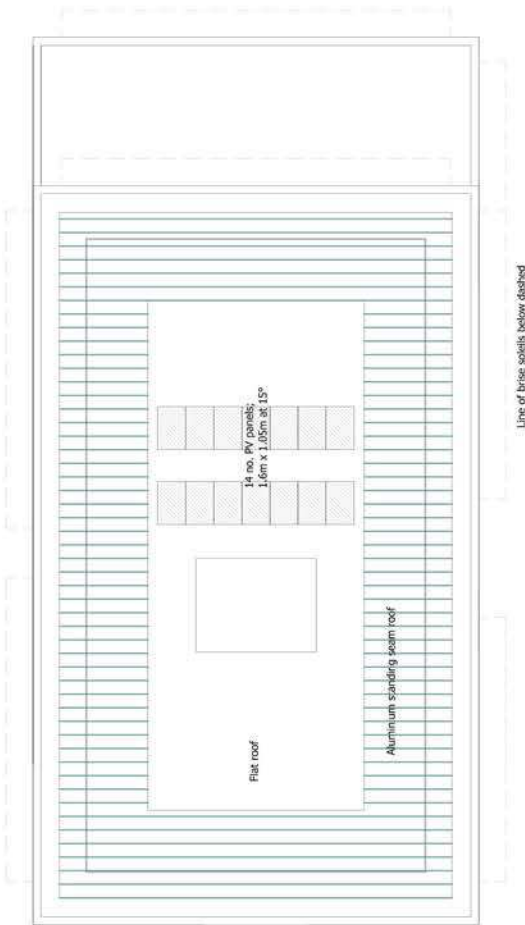
**'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1AP  
PROPOSED BLOCK PLAN**

Scale 1:200 at A3

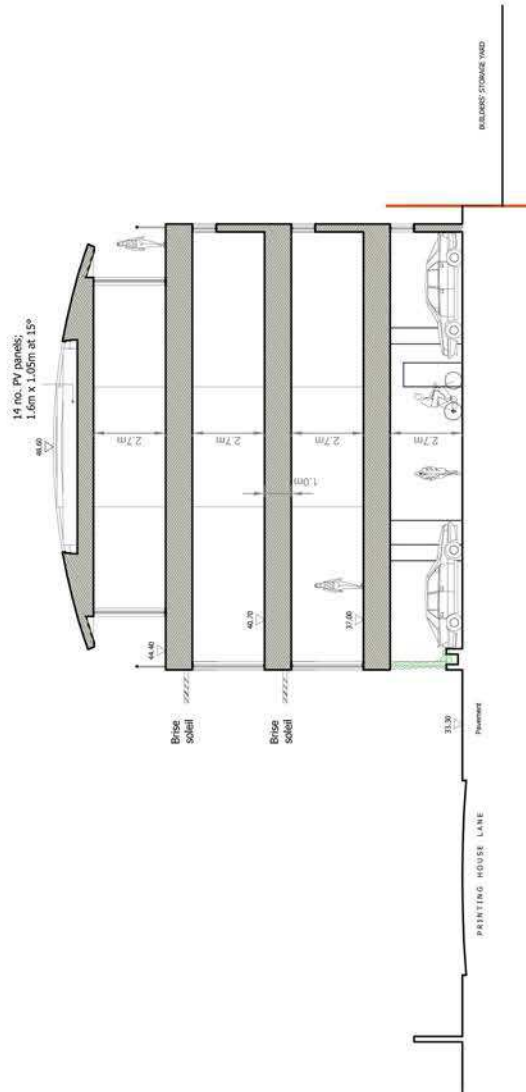
Drawing No. PHL / P16 / 03







Line of brise soleil below dashed



**'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1AP**

**PROPOSED ROOF PLAN and  
CROSS SECTION**

Scale 1:200 at A3

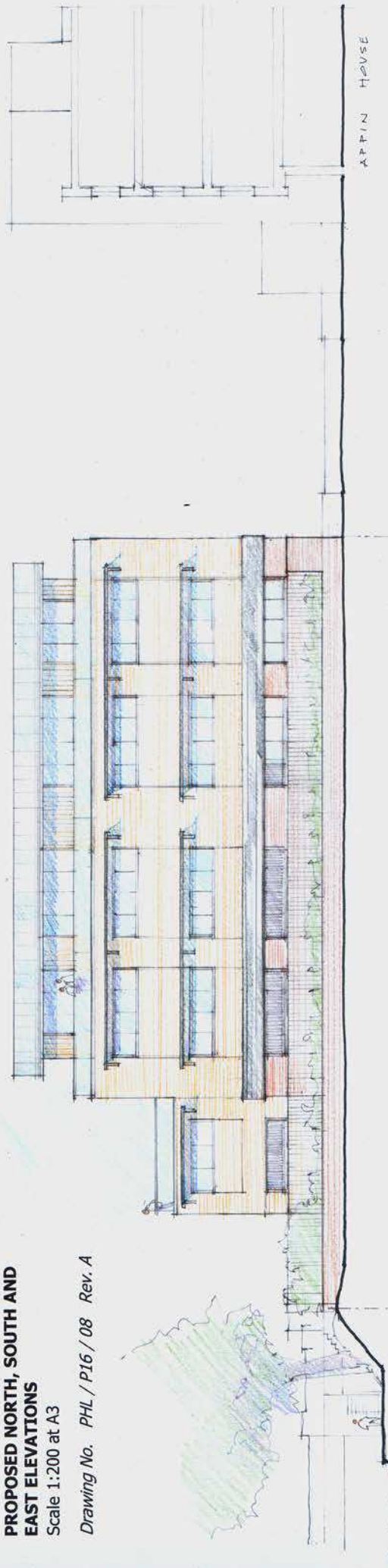
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'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1AP

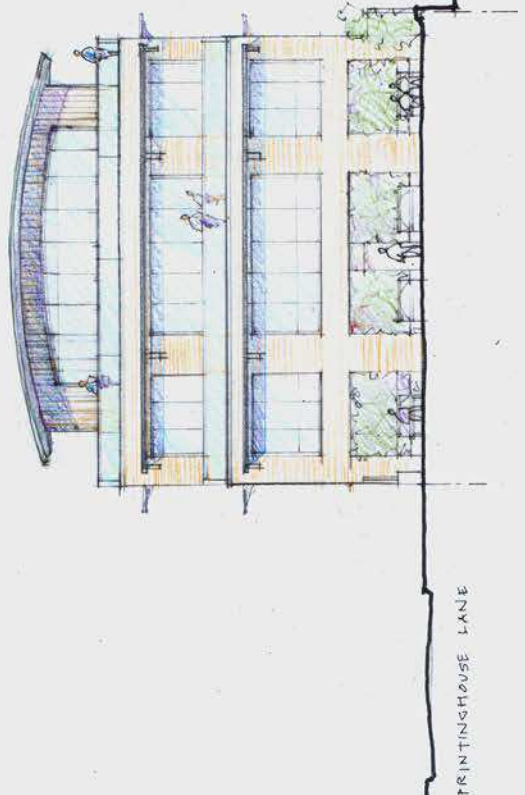
**PROPOSED NORTH, SOUTH AND  
EAST ELEVATIONS**

Scale 1:200 at A3

Drawing No. PHL / P16 / 08 Rev. A



APRIL HOUSE



PRINTINGHOUSE LANE



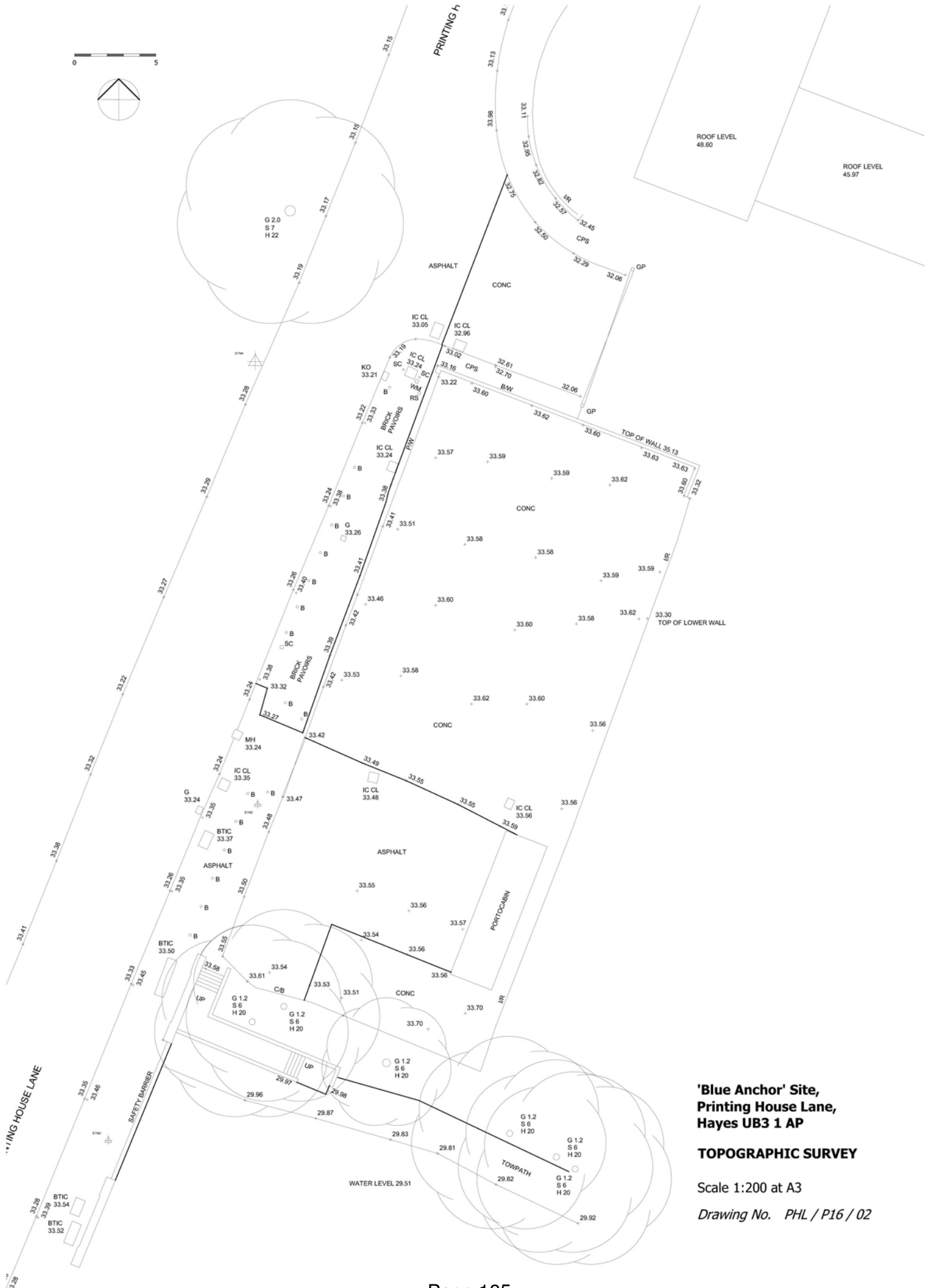
**'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1AP**

**PROPOSED WEST ELEVATION  
(TO PRINTINGHOUSE LANE)**

Scale 1:200 at A3

Drawing No. PHL / P16 / 07 Rev. A

- 1. ALUMINIUM STANDING SEAM ROOF - COLOUR: JADE GREEN
- 2. VERTICAL FIBRE CEMENT CLADDING (NATURA - COLOUR: 'PORTLAND')
- 3. GLASS & SS BALUSTRADE
- 4. BEISE SOLEIL - GREY PFC
- 5. YELLOW BRICK (LONDON STOCK)
- 6. HORIZONTAL FIBRE CEMENT CLADDING (NATURA - COLOUR: 'JADEITE GREEN')
- 7. DITTO - COLOUR: 'ASH GREY'
- 8. RED BRICK

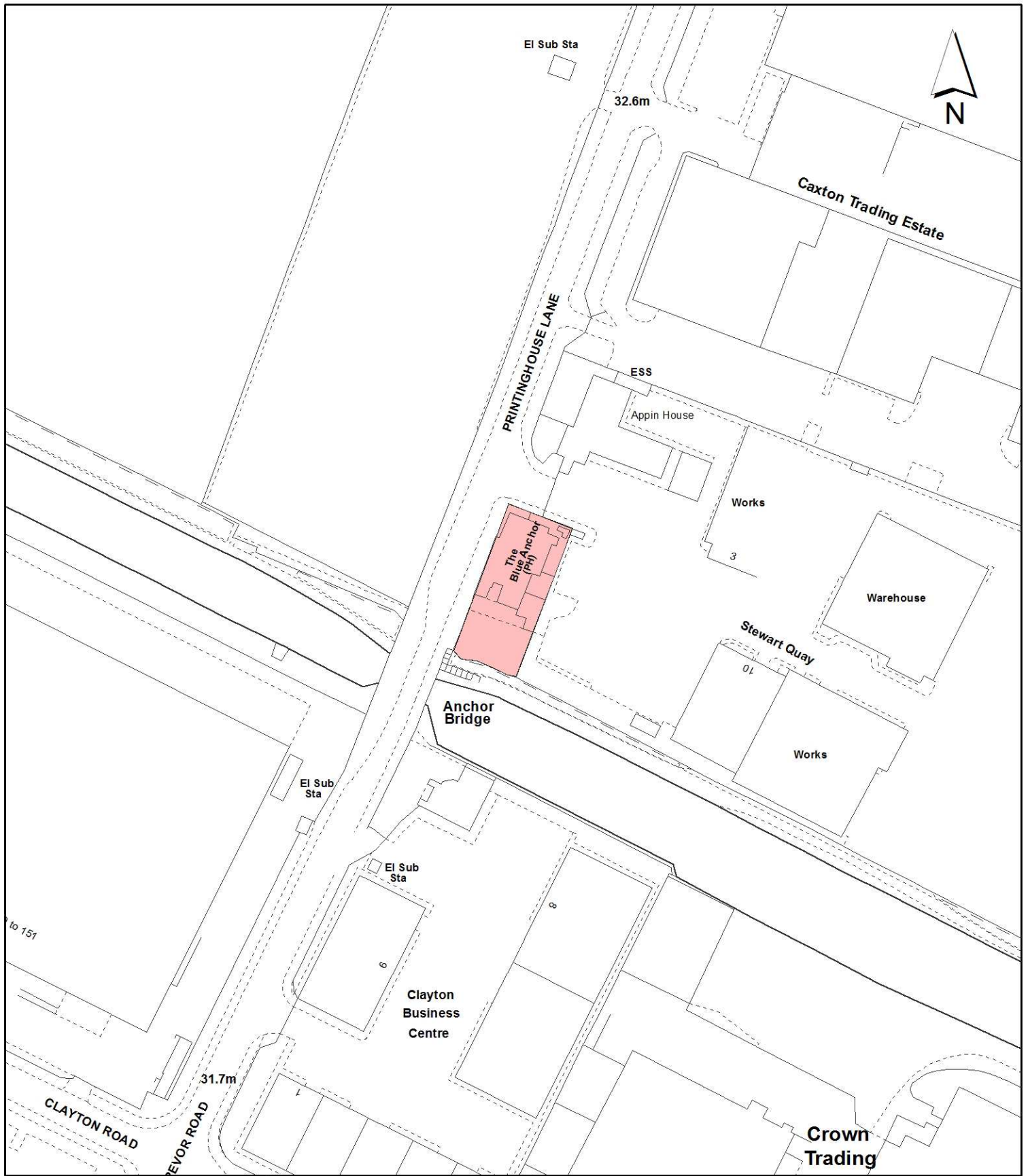


**'Blue Anchor' Site,  
Printing House Lane,  
Hayes UB3 1 AP**

**TOPOGRAPHIC SURVEY**

Scale 1:200 at A3

Drawing No. PHL / P16 / 02



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Site Address:

**Former Blue Anchor Public House  
 Printing House Lane**

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

Planning Application Ref:  
**2734/APP/2016/4592**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 186**

Date:  
**April 2017**





## Report of the Head of Planning, Sport and Green Spaces

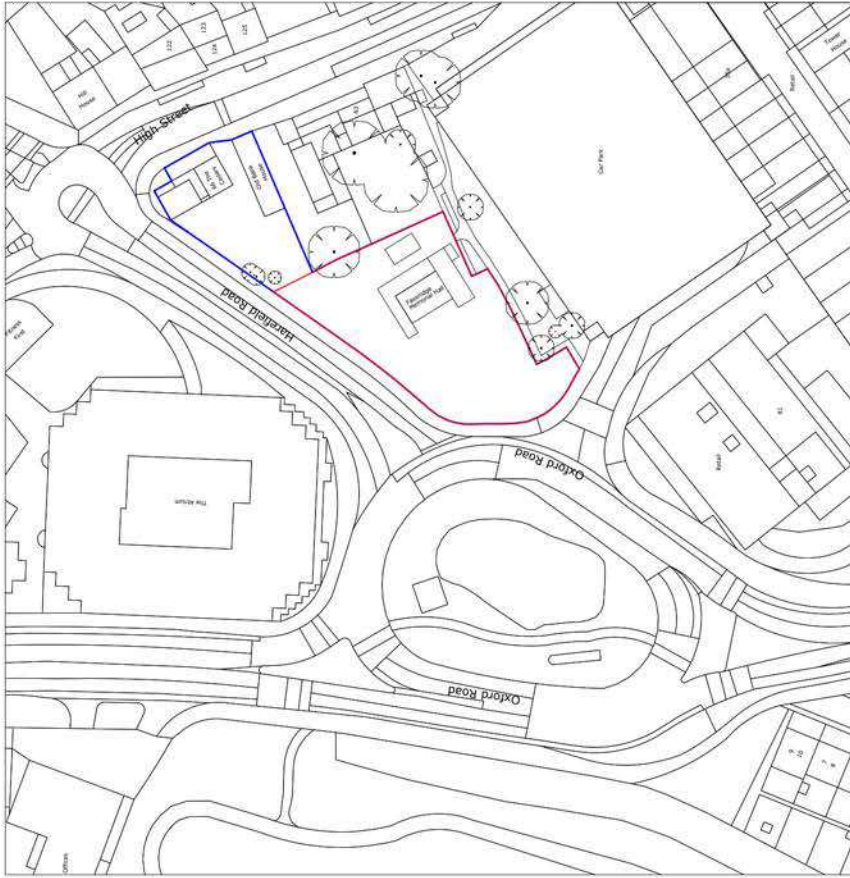
**Address** FASSNIDGE MEMORIAL HALL - R/O HIGH STREET UXBRIDGE

**Development:** Erection of part 4, part 7 and part 8 storey building to provide a replacement community dining facility and 80 (42 x studio and 39 x 1 bedroom) self contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping, following demolition of existing Fassnidge community dining hall and garage.

**LBH Ref Nos:** 12156/APP/2016/4647

**Date Plans Received:** 23/12/2016  
**Date Application Valid:** 23/12/2016

**Date(s) of Amendment(s):** 28/04/2017  
23/12/2016



<b>DRAWING TITLE</b>	Location Plan	<b>REV</b>	SCALE
<b>PROJECT No.</b>	210	<b>DWG No</b>	010
<b>DATE</b>	01/10/2015	<b>CHECKED</b>	SM
<b>DRAWN</b>	jp	<b>STATUS</b>	For Approval
<small>Scale 1:1250 @ A3          Do not scale drawings. Use only the dimensions shown. The Designer to check all dimensions and report any variations of omission to Willcox and Meilwies. The drawing is Copyright of Willcox and Meilwies and must not be reproduced or used without Express permission.</small>			

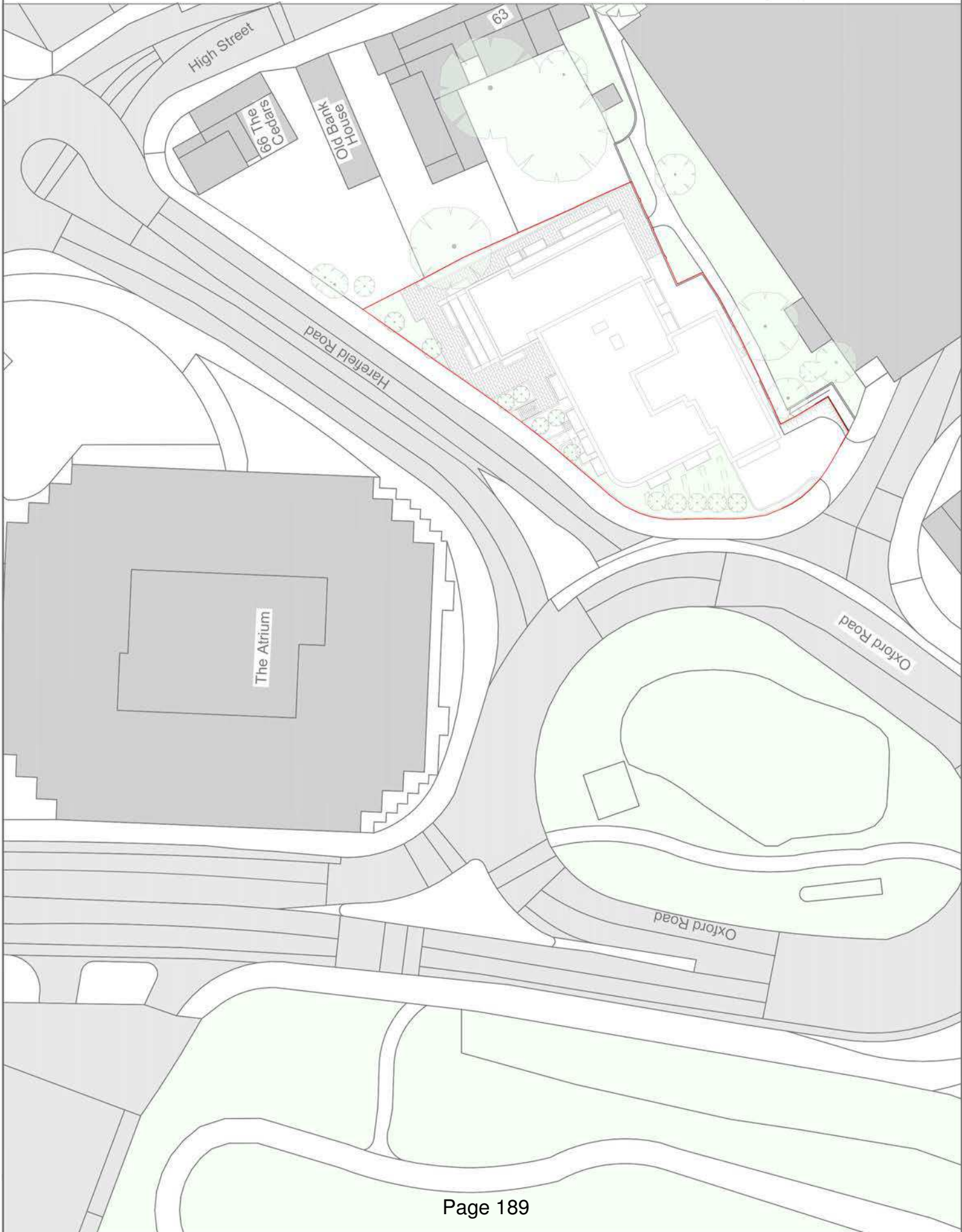
<b>CLIENT</b>	Howarth Homes
<b>PROJECT</b>	Fassnidge Memorial Hall Site Land r/o Uxbridge High Street
<small>Graphic will be shown in 1:500 scale. Willcox and Meilwies, 13 Colville Way, Wincobury, Berkshire, SL4 1PD          T: +44 (0) 1753 839566 F: +44 (0) 1753 831113          www.willcoxandmeilwies.com</small>	

<b>REV</b>	<b>DATE</b>	<b>DESCRIPTION</b>	<b>DRAWN</b>
01	Nov 15	Issued for planning	jp

Site Plan

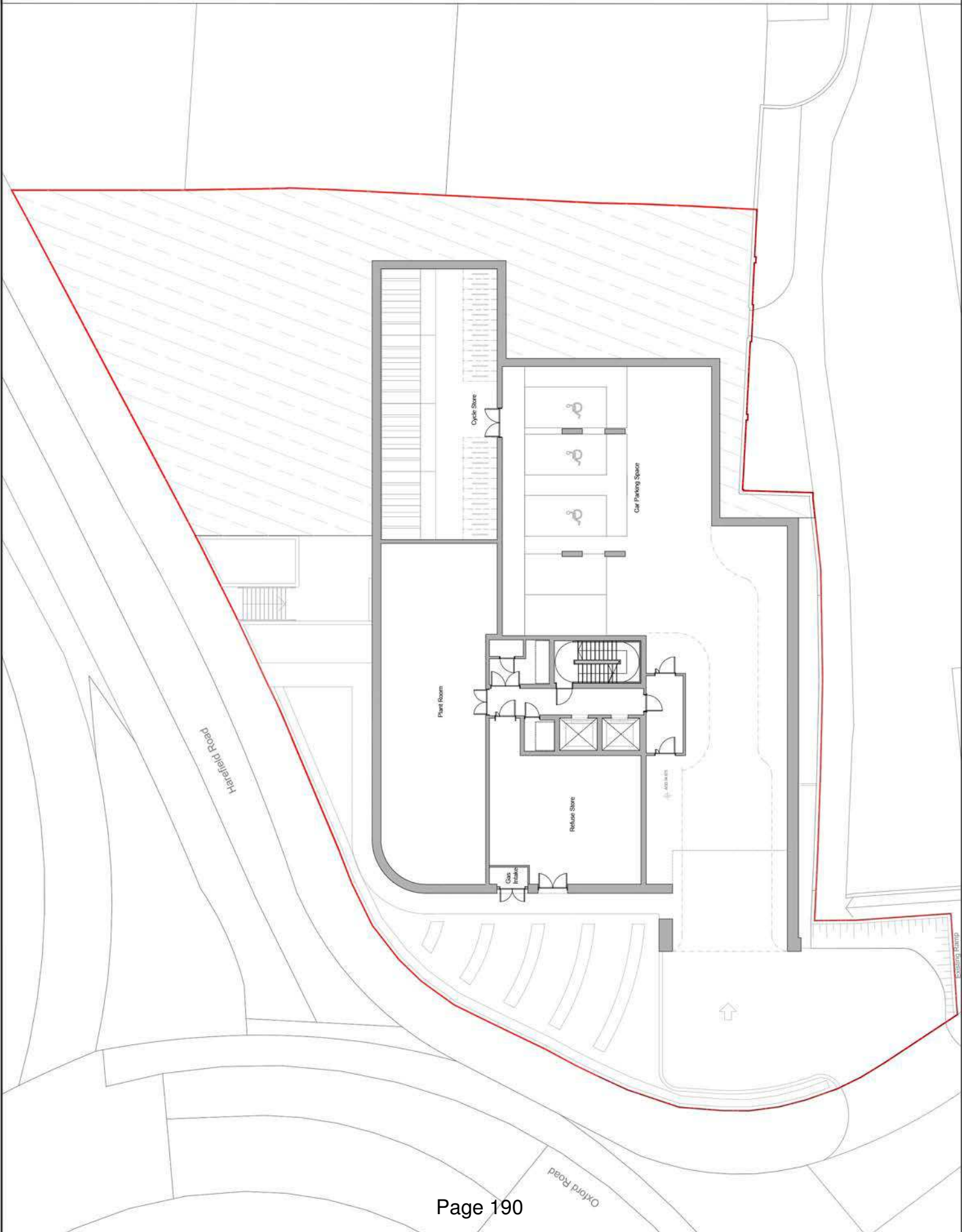
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Title	PLANNING
Drawn	566/00/009
Scale	DO NOT SCALE THIS DRAWING 1:500@A3
Rev	B

**Howarth**  
ARCHITECTS  
100, The Quadrant, London, E1C 7JL  
Tel: 01858 448881 Fax: 01858 448889  
www.howarth.co.uk



Revision		Issue Checked		Author		Manager		Project		66 HIGH STREET		Consultant	
Date	Checked By	Date	Manager	Date	Author	Date	Manager	Date	Project	Date	66 HIGH STREET	Date	Consultant

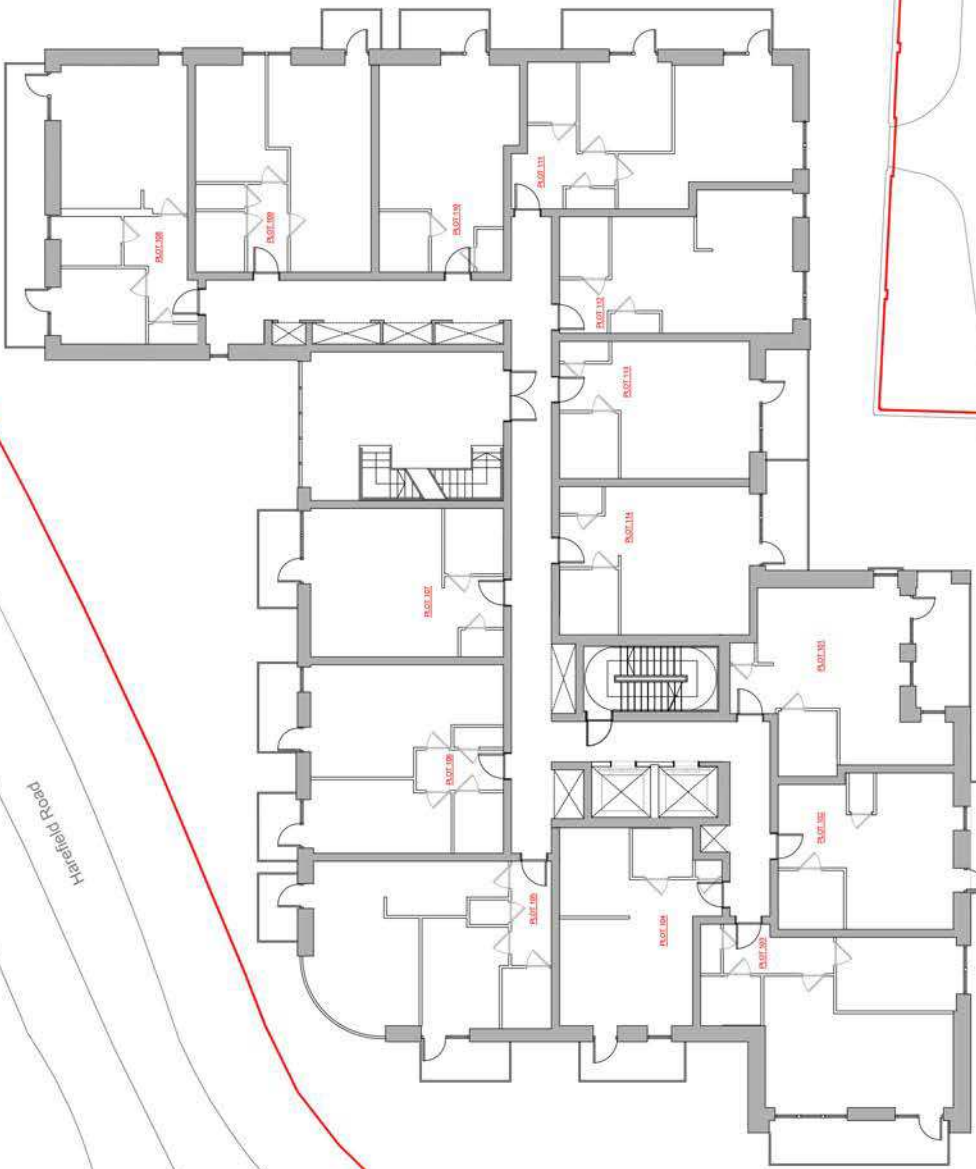
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**PROPOSED**  
**BASEMENT FLOOR PLAN**  
 DTJ: 566-00-000  
 Scale: 1:200@A3 Rev: C  
**Howarth**  
 PLANNING  
 54 Church Walk, Lutterworth, Leics, LE15 202  
 Tel: 01535 638867 Fax: 01535 638889  
 www.howarthplanning.co.uk



Title		66 HIGH STREET	
Project		66 HIGH STREET	
Consultant		Howarth	
Issue Checked		Manager	
Author		Date	
Manager		Date	
Author		Date	
Date		Date	
Description		Date	
Checked By		Date	
Date		Date	

Title: PLANNING  
 PROPOSED  
 GROUND FLOOR PLAN  
 Dwg: 565-00-001  
 Scale: 1:200@A3  
 Rev: E





Hatfield Road

Oxford Road

Revision		Issue/Check		Author		Manager		Date		Description	
No.	Date	No.	Date	No.	Date	No.	Date	No.	Date	No.	Date

Project	66 HIGH STREET
Consultant	
Title	PLANNING PROPOSED FIRST FLOOR PLAN
Dwg.	566-00-002
Scale	1:200@A3
Rev.	C

Howarth CONSULTANTS 51 Church Road, Lutterworth, Leics., LE15 1JH Tel: 01509 448881 Fax: 01509 448889 www.howarthconsultants.co.uk	

Revision		Issue/Check		Author/Manager		Date/Drawn	
No.	Description	No.	Description	No.	Name	No.	Name

Project	66 HIGH STREET
Consultant	

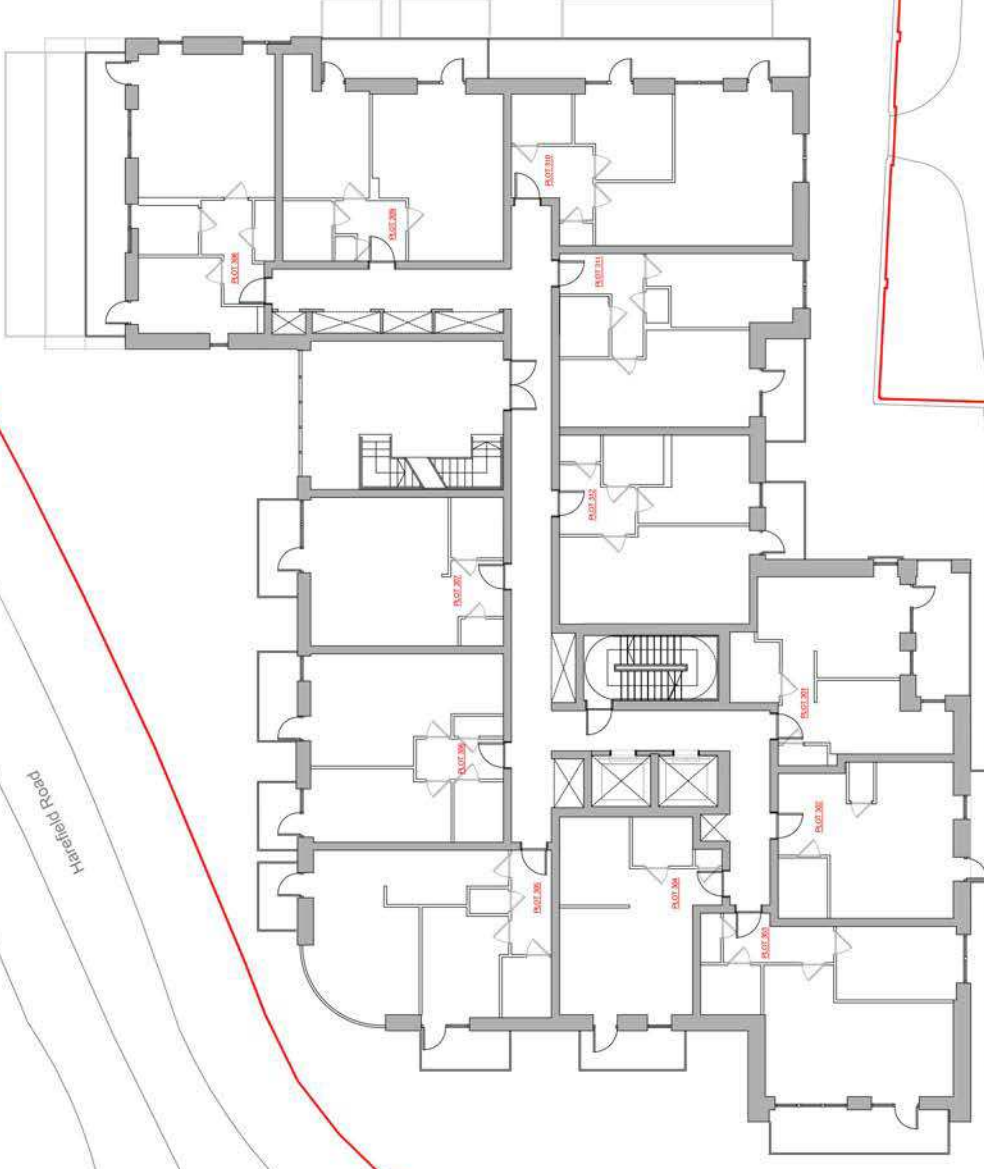
  

Title	PLANNING
	PROPOSED
	SECOND FLOOR PLAN
Dwg. No.	566-00-003
Scale	1:200@A3
Rev.	C

<b>Howarth</b>	
Architects	
100 High Street, London, EC1A 3AA	
Tel: 01858 448881 Fax: 01858 448889	
www.howarth.com	





Hatfield Road

Oxford Road

Revision		Issue/Check		Author		Manager		Date		Date		Date	
No.	Description	No.	Description	No.	Description	No.	Description	No.	Description	No.	Description	No.	Description

Project: 66 HIGH STREET  
 Consultant:   
 Title: PLANNING  
 PROPOSED  
 THIRD FLOOR PLAN  
 Dwg. No: 568-00-004  
 Scale: 1:200@A3  
 Rev: C  
 Howarth  
 ARCHITECTS  
 51 CHICHESTER ROAD, CHICHESTER, WEST SUSSEX, PO19 1UD  
 Tel: 01243 828881 Fax: 01243 828889  
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Howarth  
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 54 Oxhey Road, Luton, LU2 9JN  
 Tel: 01582 628851 Fax: 01582 628852  
 www.howarth.co.uk

Rev: C

Scale: 1:200@A3

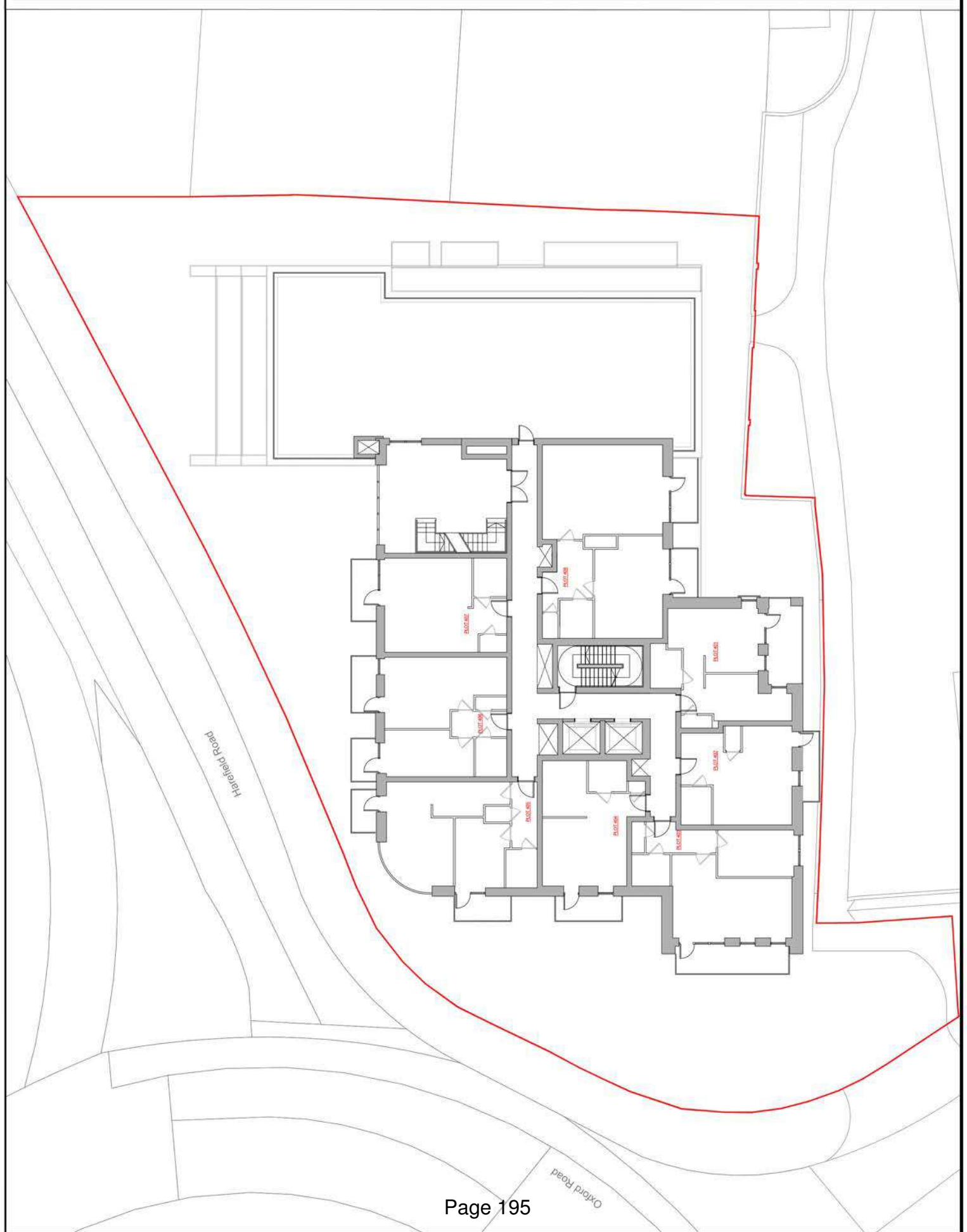
Dwg: 565-00-005

Title: PLANNING  
 PROPOSED  
 FOURTH FLOOR PLAN

Consultant

Project: 66 HIGH STREET

Issue Checked		Author		Manager	
Date	Description	Date	Drawn	Date	Checked



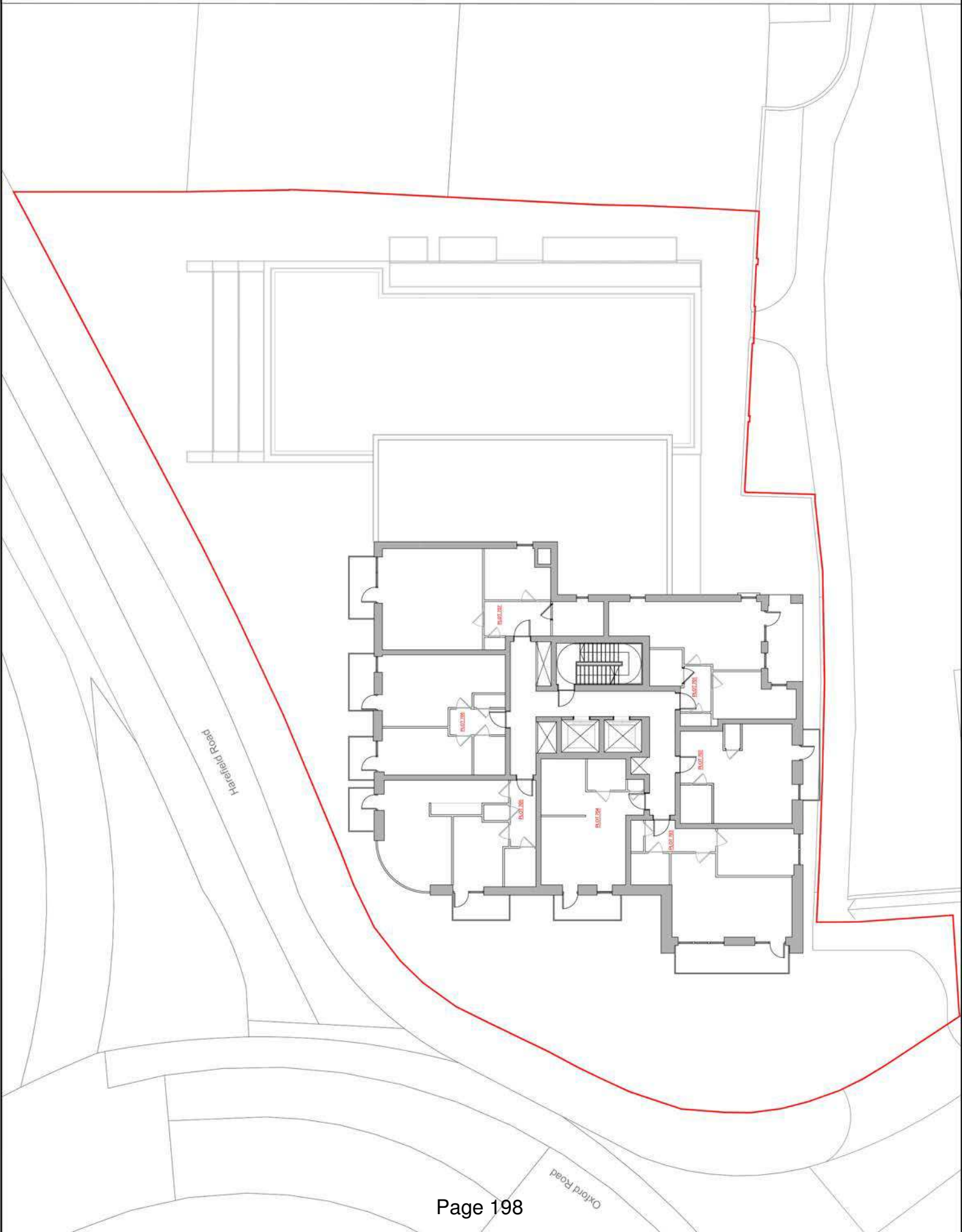




Harefield Road

Oxford Road

Revision	Checked By	Date	
Description	Issue Checked	Author	Manager
Project	Date	Date	Date
66 HIGH STREET			Consultant
Title: PLANNING PROPOSED SIXTH FLOOR PLAN			
Dwg. 566-00-007			
Scale: 1:200@A3			Rev. C
			Howarth CONSULTANTS 54 Oxford Road, Leominster, Herefordshire LE20 9JH Tel: 01595 448881 Fax: 01595 448889 www.howarthconsultants.co.uk



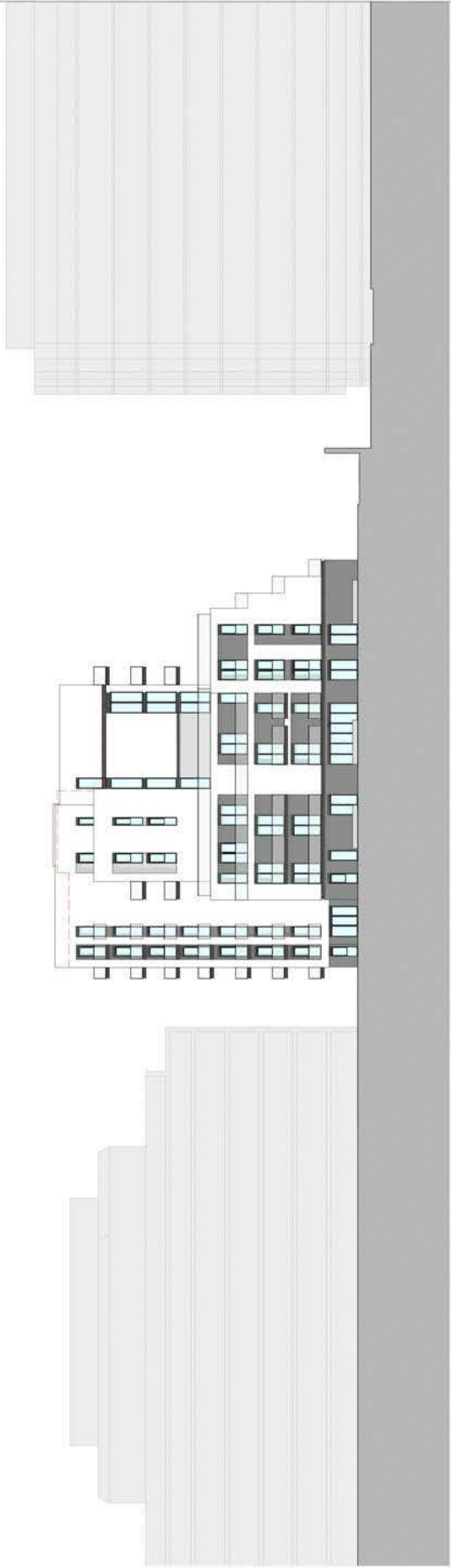
Revision		Issue/Check		Project	
Date	Checked By	Author	Manager	Author	Manager

Project: **66 HIGH STREET**

Consultant:

Title: **PLANNING  
PROPOSED  
SEVENTH FLOOR PLAN**  
Dwg: **566-00-008**  
Scale: **1:200@A3** Rev: **C**





PLANNING APPROVED ROOF LINE

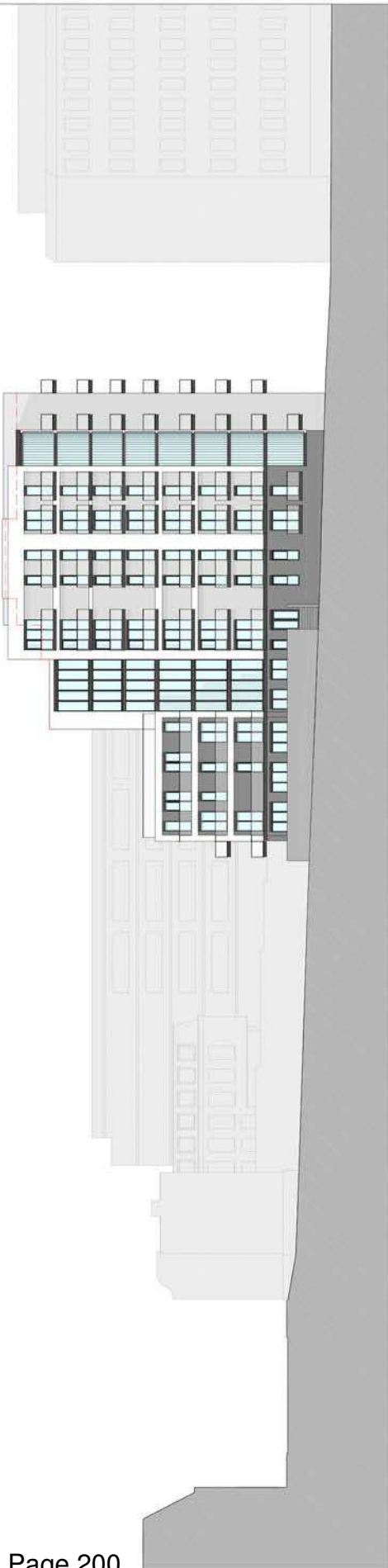
66 HIGH STREET

Title: PLANNING  
 PROPOSED  
 NORTH EAST ELEVATION  
 Dwg: 566-35-03  
 Scale: 1:200@A1 Rev: B



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Revision		Checklist		Date	
Author	Manager	Author	Manager	Author	Manager



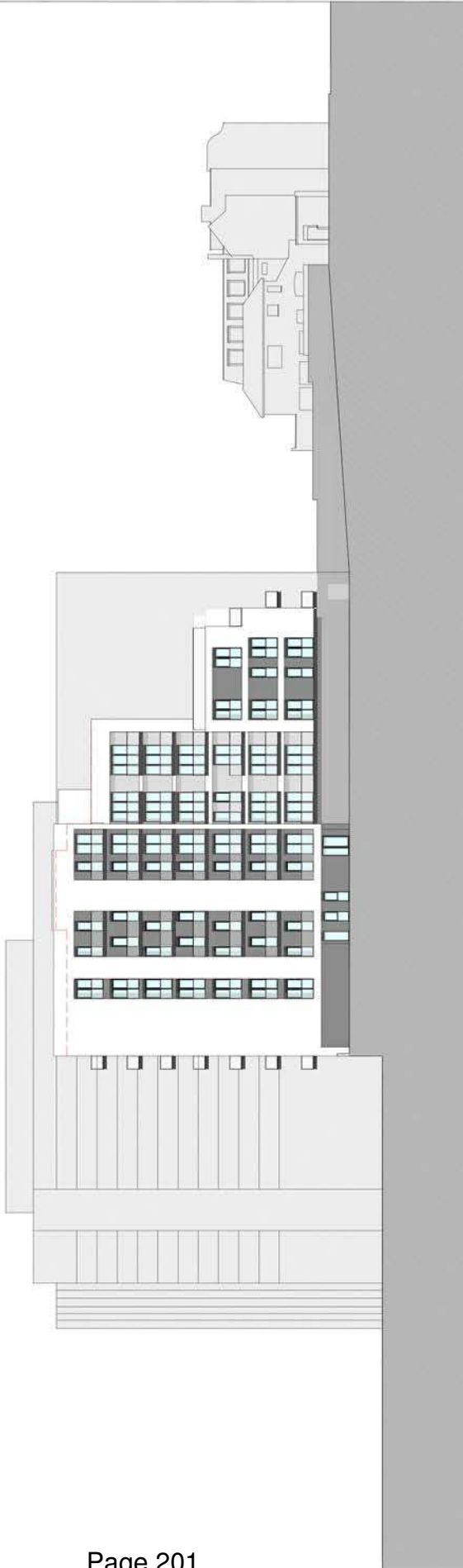
--- PLANNING APPROVED ROOF LINE

Project: 66 HIGH STREET

Revision		Checked		Author		Manager	
Date	Description	Date	By	Date	By	Date	By

Title: PLANNING  
 PROPOSED  
 NORTH WEST ELEVATION  
 Dwg: 566-35-04  
 Scale: 1:200@A1  
 Rev: B





PLANNING APPROVED ROOF LINE

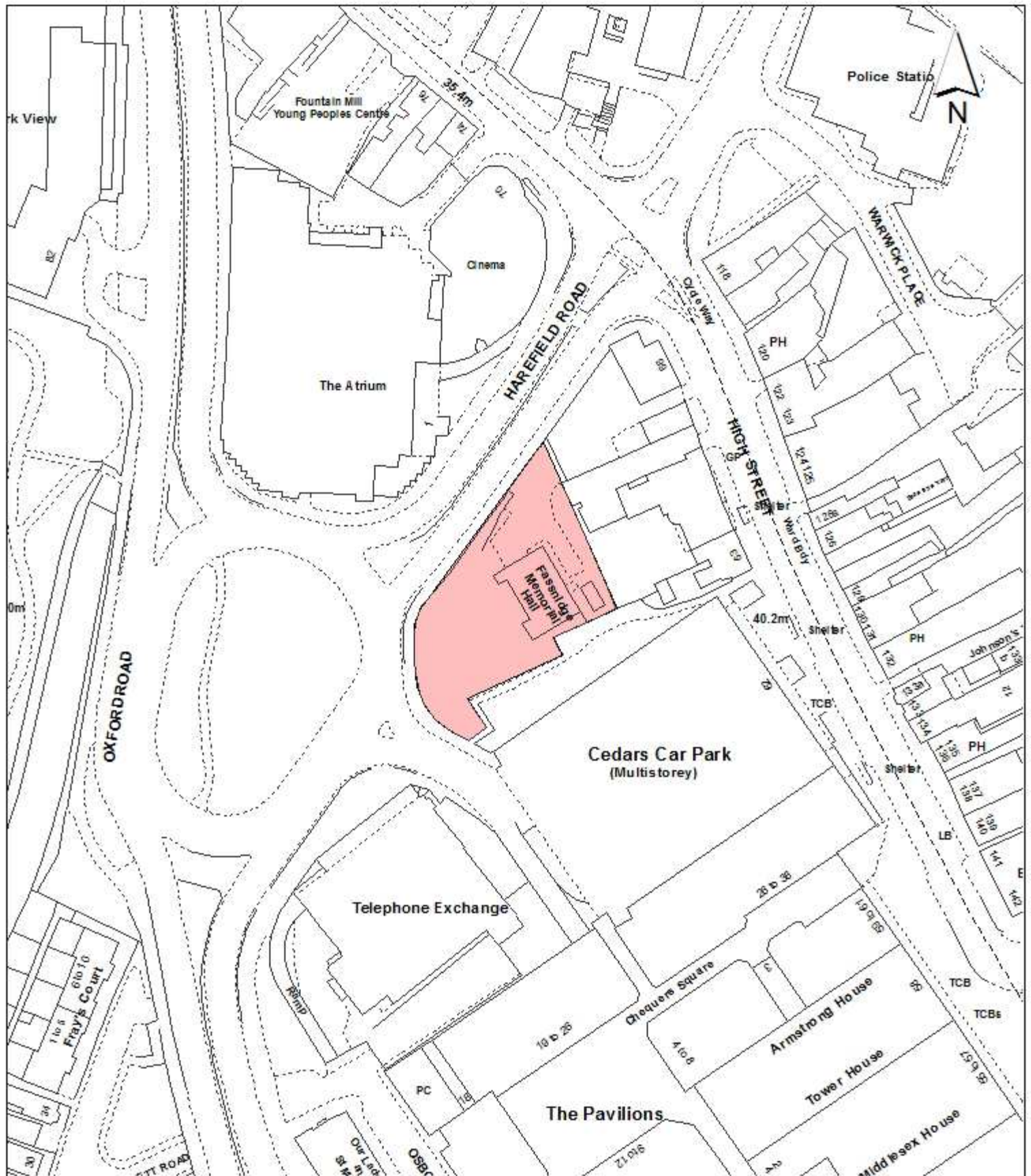
Project: 66 HIGH STREET

Revision		Author		Manager	
Date	Description	Date	Date	Date	Date

Issue Checked		Author		Manager	
Date	Description	Date	Date	Date	Date

Title: PLANNING  
 PROPOSED  
 SOUTH EAST ELEVATION  
 Dwg: 566-35-05  
 Scale: 1:200@A1  
 Rev: B





**Notes:**

 Site boundary

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Site Address:

**Fasnidge Memorial Hall**

Planning Application Ref:

**12156/APP/2016/4647**

Planning Committee:

**Major Page 202**

Scale:

**1:1,250**

Date:

**May 2017**

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

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



**HILLINGDON**  
LONDON

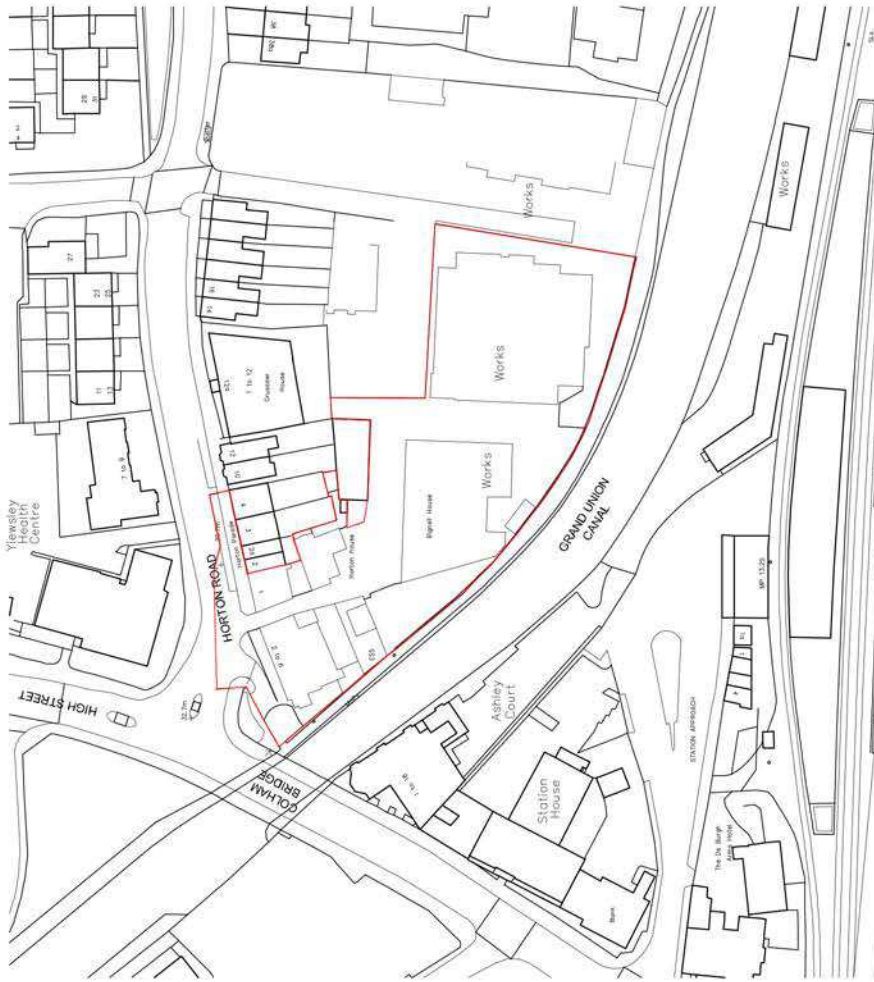


## **Report of the Head of Planning, Sport and Green Spaces**

**Address** LAND REAR OF 2-24 HORTON ROAD YIEWSLEY

**Development:** Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and relocated sub-station

**LBH Ref Nos:** 71582/APP/2016/4582



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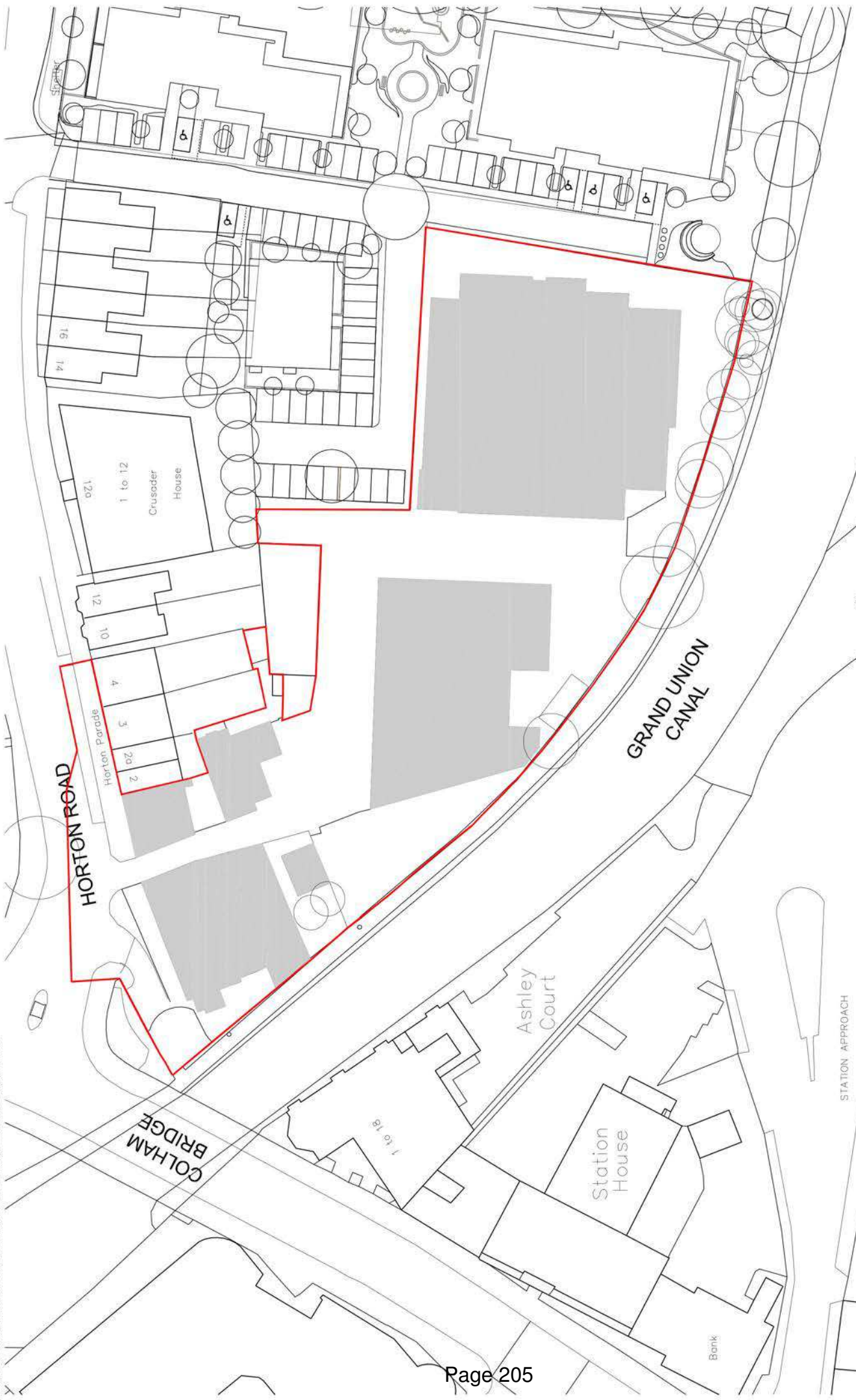
**PLANNING ISSUE**

Date:	Sep.2016	Client:	PCDF III (West Drayton) LLP
Drawn:	TM	Project:	Horton Road
Check:		Title:	Location Plan
Scale:	1:1250 @ A3	Dwgno:	15.2.14 / D01
		Revisor:	A

Notes/revisions:

Rev	Date	Drawn	Check
A	14.12.2016	JM	KP

Notes



**PLANNING ISSUE**

Date:	Sep. 2016	Client:	PCDF III (West Drayton) LLP
Drawn:	JM	Project:	Horton Road
Check:		Title:	Existing Block Plan
Scale:	1:500 @ A3	Dwgno:	15.214 / D10
		Revisor:	A

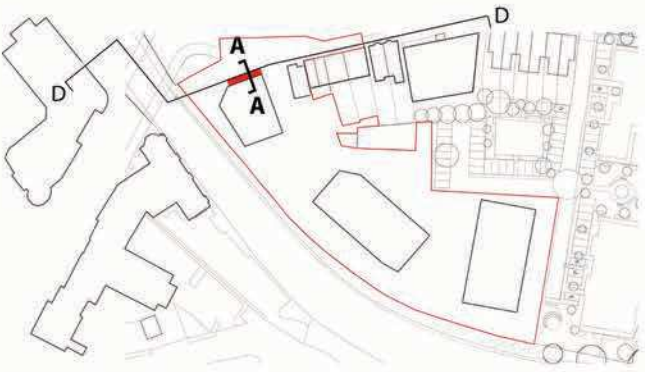
Notes/Revisions:

Rev	Date	Drawn	Check
A	14.12.2016	JM	KP

Notes

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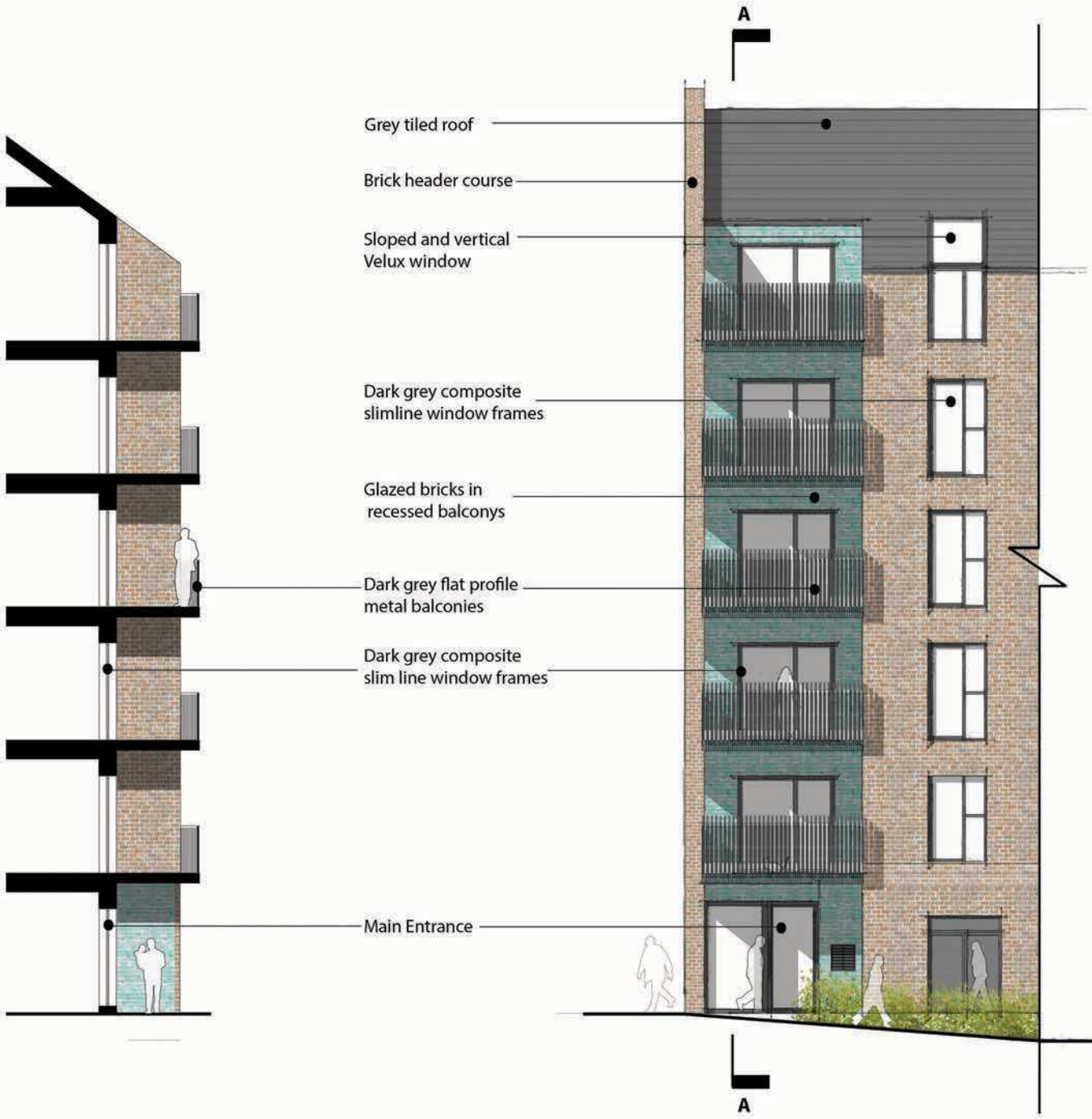
STATION APPROACH



Site plan NTS identifying section and bay study location



Section D-D identifying bay study location



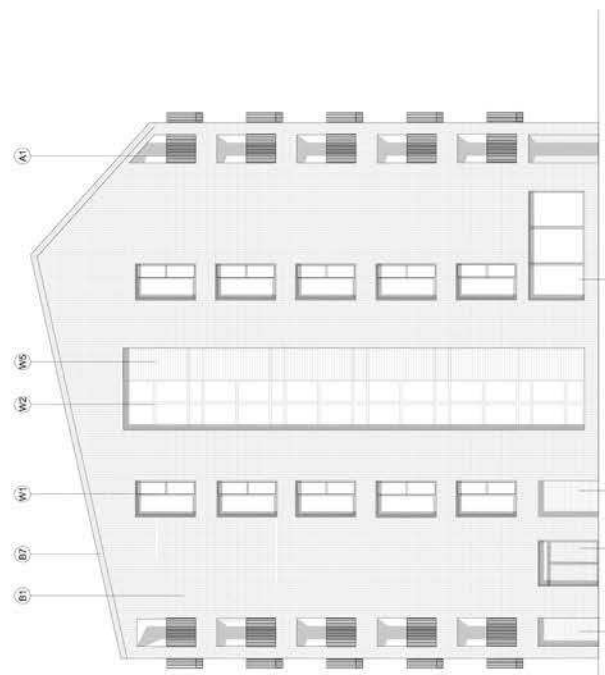
Section A-A\_ through entrance and balconies

Elevation of entrance and residential above

Notes

<b>PLANNING ISSUE</b>	
Date: Sep. 2016	Client: PCDF III (West Drayton) LLP
Drawn: DG	Project: Horton Road
Check:	Title: <b>Page 206</b>
Scale: 1:100 @ A3	Dwgno: 15-214 / D500
	Revision: A

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 110-114 Norman Road,  
 Greenwich, London SE10 9QJ  
 020 8293 5175 www.bptw.co.uk

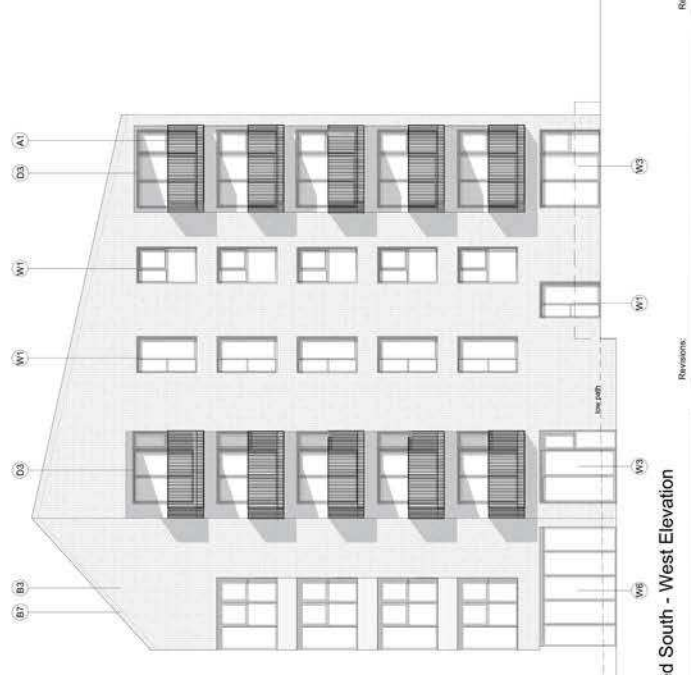


1 Proposed South - East Elevation

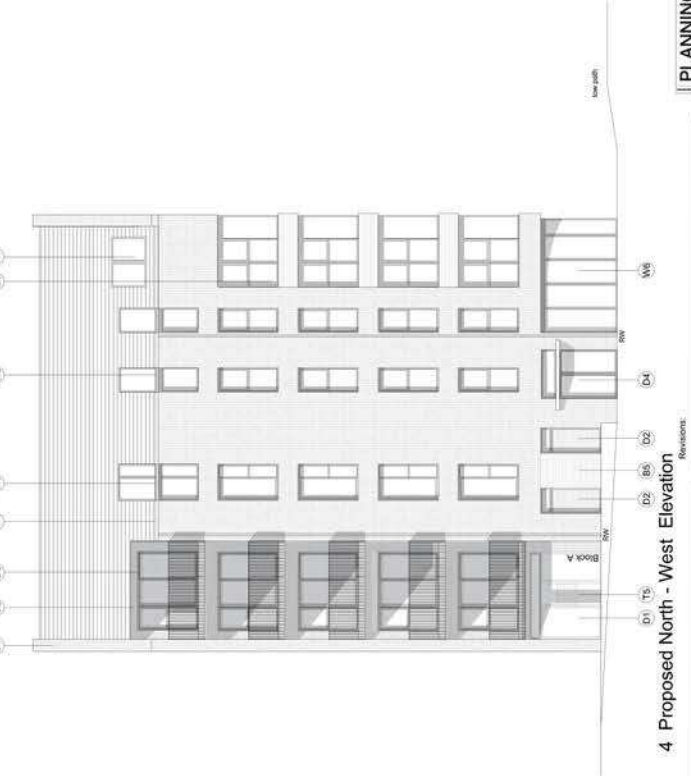


2 Proposed South - West Elevation

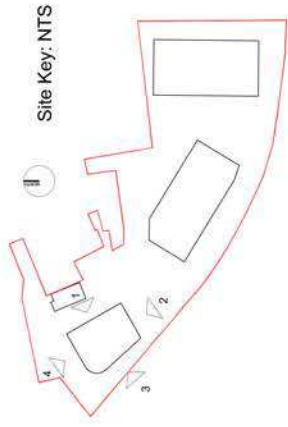
- KEY**
- A1 Balcony - grey PPC contemporary flat metal railing
  - B1 Brick - Light Red multi
  - B2 Brick - Glazed turquoise
  - B3 Brick panel - Light Red protruding stripe
  - B4 Brick panel - Light Red recessed
  - B5 Brick panel - Honey comb ventilated
  - B6 Brick panel - Double stack solar course
  - B7 Brick header - Spiller course
  - C1 Cladding metal - Dark grey
  - D1 Metal frame door with glazed panel - grey frame
  - D2 Metal louvre door - grey
  - D3 Sliding balcony door with glazed panel - grey frame
  - D4 Double glazed door for commercial unit
  - L1 low brick wall (1200mm)
  - L2 Low brick wall (450mm) with grey PPC contemporary flat metal railings (1800mm)
  - L3 Grey PPC contemporary flat metal railings (1800mm)
  - L4 Closed board fence (1800mm)
  - L5 Closed board gate (1800mm)
  - L6 low timber knee rail (450mm)
  - T1 Roof tiles - slate effect grey
  - T2 PV panels above a brown roof
  - T3 Canopy - grey PPC metal folded
  - T4 RWP/ Hoppers/ Gutters - grey metal
  - T5 Postboxes
  - W1 windows - dark grey frames
  - W2 windows - dark grey framed curtain walling
  - W3 windows - Sloping and vertical combination window
  - W4 windows - noflight
  - W5 windows - fixed louvres
  - W6 windows - curved glazing for commercial unit
  - W7 Dormer Window



3 Proposed South - West Elevation



4 Proposed North - West Elevation



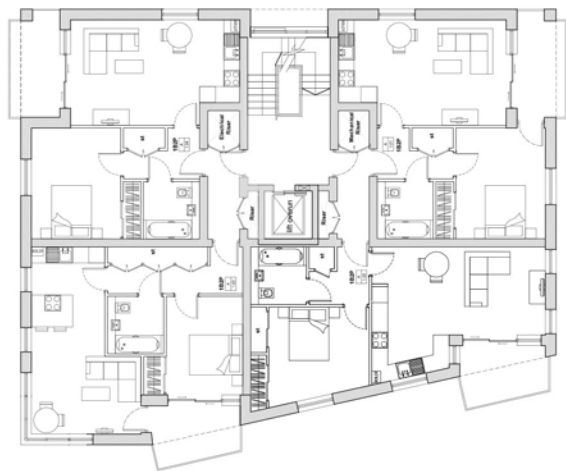
**PLANNING ISSUE**

Date	Sep. 2016	Case	PCDF II (West Drayton) LLP
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Checked		Title	Block A - Proposed Elevations
Scale	1:100 @ A1	Engine	15.214 / D200
Revision	A		

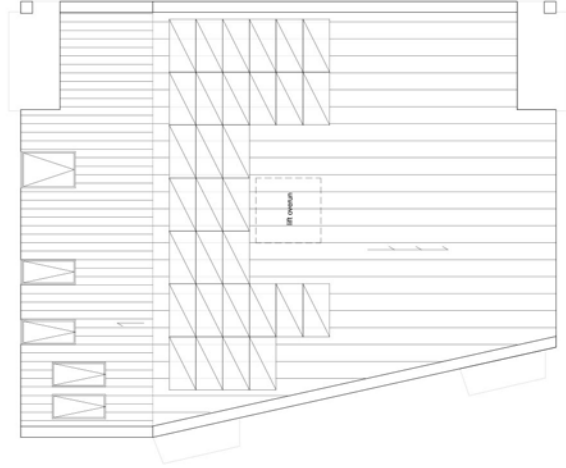
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Proposed Ground Floor Plan



Proposed 1st to 4th Floor Plan



Proposed Roof Plan



Proposed 5th Floor Plan

Notes:

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Revisions:

No.	Description	Date

Revisions:

No.	Description	Date

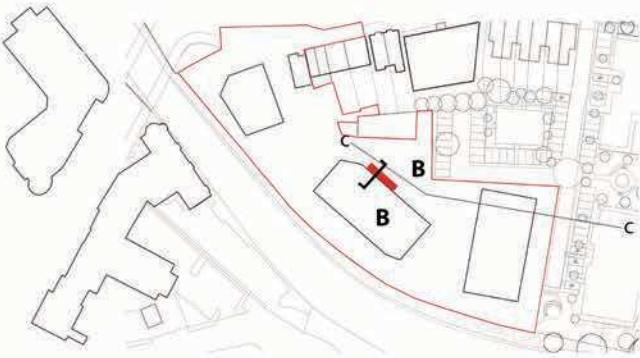
Revisions:

No.	Description	Date

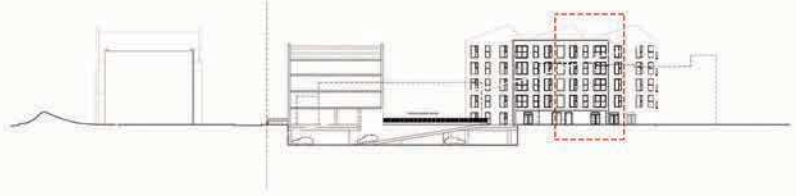
PLANNING ISSUE

Date: Sep. 2016	Client: PCDF III (West Drayton), LLP
Drawn: DG	Project: Horton Road
Checked: [ ]	Title: Block A - Proposed Plans
Scale: 1:100 @ A1	Engineer: 15.214 / D100
	Revision: A

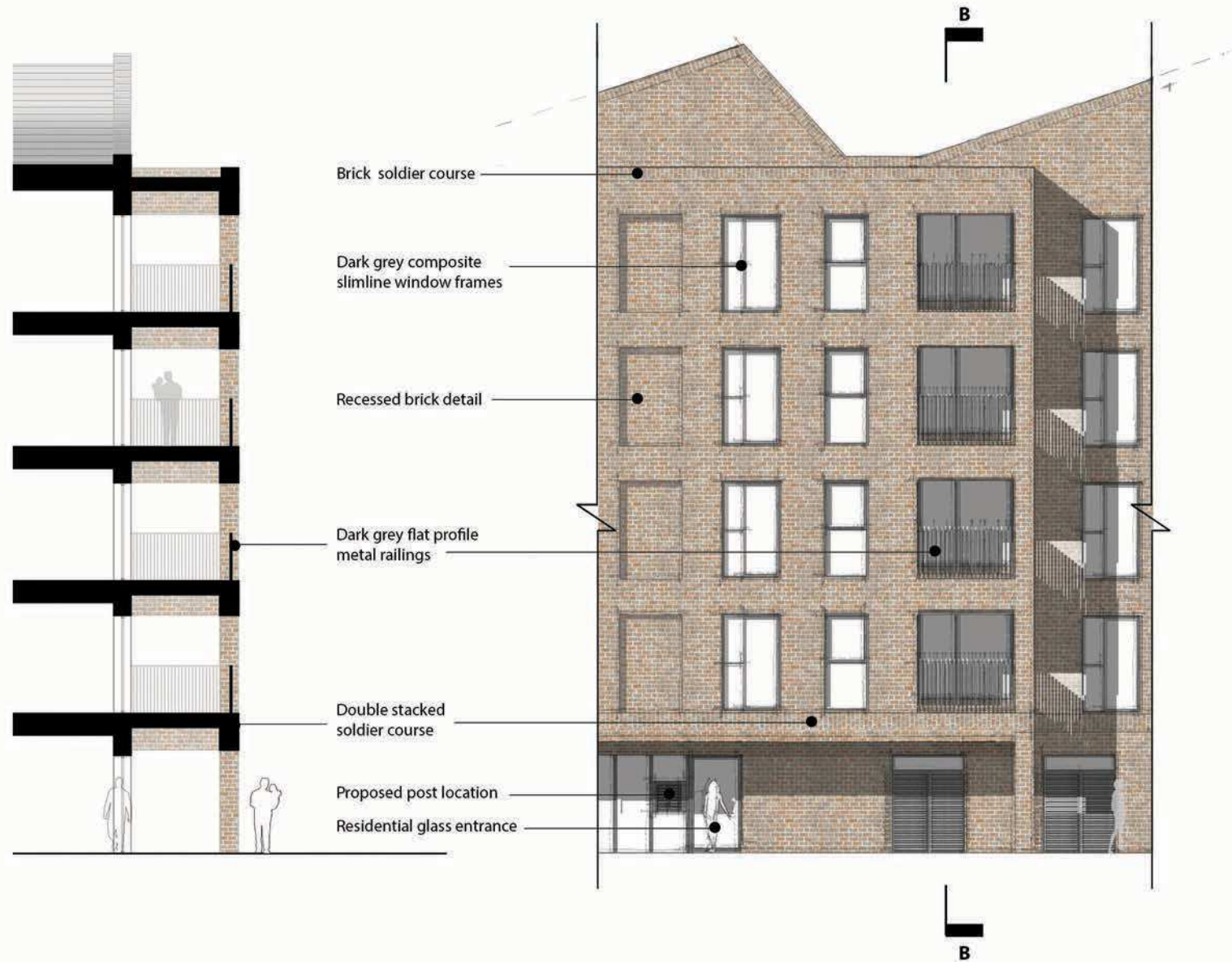




Site plan NTS identifying section and bay study location



Section C-C identifying bay study location

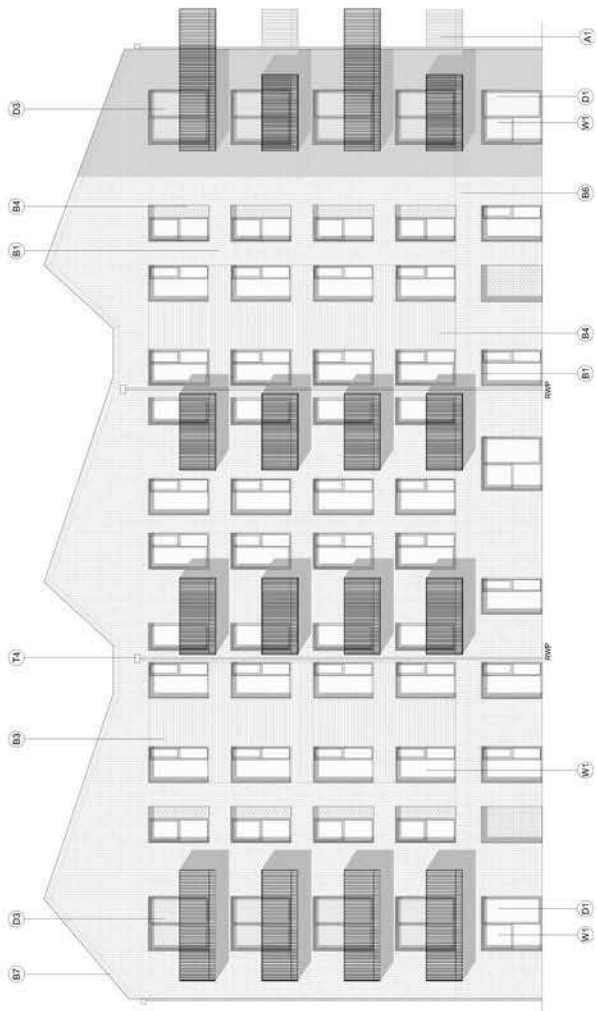


Section B-B through staircase and curtain wall

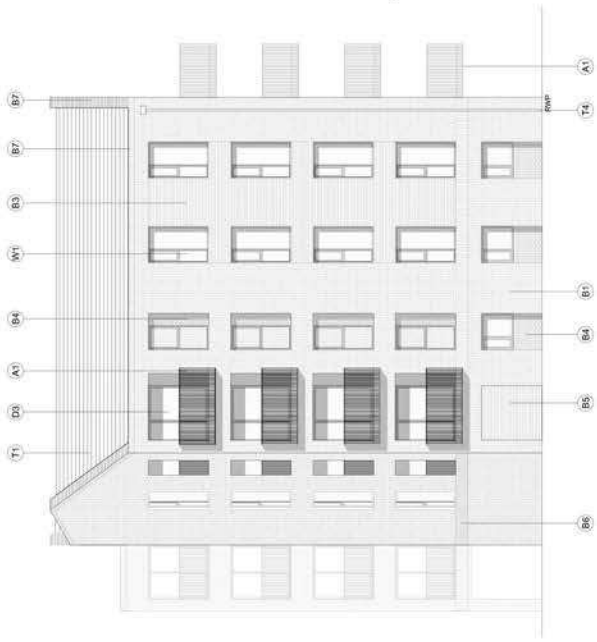
Elevation of residential entrance

Notes

PLANNING ISSUE	
Date: Sep. 2016	Client: PCDF III (West Drayton) LLP
Drawn: JM	Project: Horton Road
Check:	Title: <b>Page 209</b>
Scale: 1:50 @ A3	Dwgno: 15-214 / D501
	Revision: A

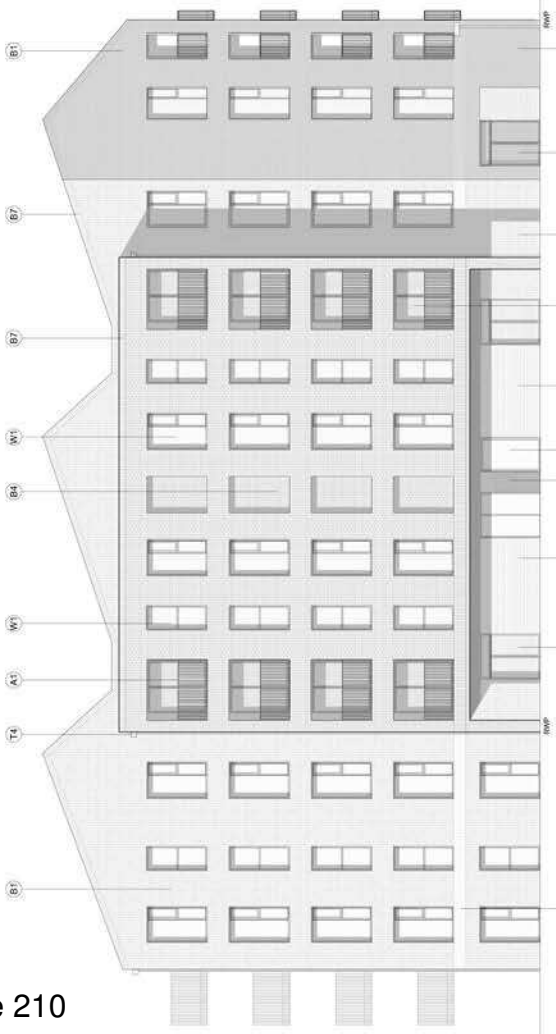
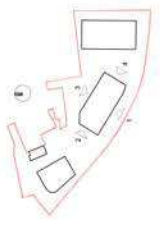


1 Proposed South Elevation

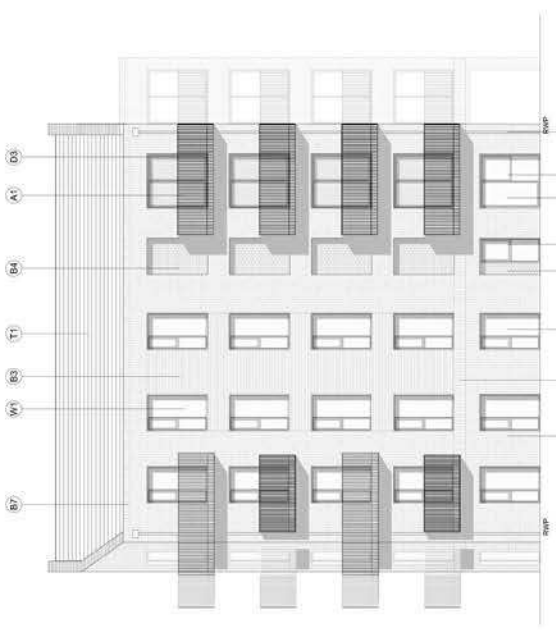


2 Proposed East Elevation

Site Key: NTS



3 Proposed North Elevation



4 Proposed West Elevation

- KEY**
- A1 Brickwork - grey PPC contemporary full metal railing
  - A2 Metal balcony - grey PPC contemporary full metal railing
  - B1 Brick - Light red multi
  - B2 Brick - Glazed terracotta
  - B3 Brick panel - Light blue protruding stripe
  - B4 Brick panel - Light blue protruding stripe
  - B5 Brick panel - Honey comb embossed
  - B6 Brick panel - Double stack soldier course
  - B7 Brick header - Soldier course
  - C1 Cladding metal - Dark grey
  - D1 Metal frame door with glazed panel - grey frame
  - D2 Metal frame door - grey
  - D3 Sliding balcony door with glazed panel - grey frame
  - D4 Double glazed door for commercial unit
  - L1 Low brick wall (120mm)
  - L2 Low brick wall (450mm) with grey PPC contemporary full metal railings (120mm)
  - L3 Grey PPC contemporary full metal railings (1800mm)
  - L4 Closed board fence (1800mm)
  - L5 Low timber fence rail (450mm)
  - T1 Roof tile - slate effect grey
  - T2 Porcelain slab - dark grey
  - T3 Porcelain slab - light grey
  - T4 (W/P) Hopsons - Gables - grey metal
  - T5 Hopsons
  - W1 windows - dark grey frames
  - W2 windows - dark grey frames
  - W3 windows - Sliding and vertical combination window
  - W4 windows - rooflight
  - W5 windows - fixed bunnis
  - W6 windows - curved glazing for commercial unit

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Revisions:

Rev	Revised by	Date	Description
A	Planning Issue	14.12.2016	JL

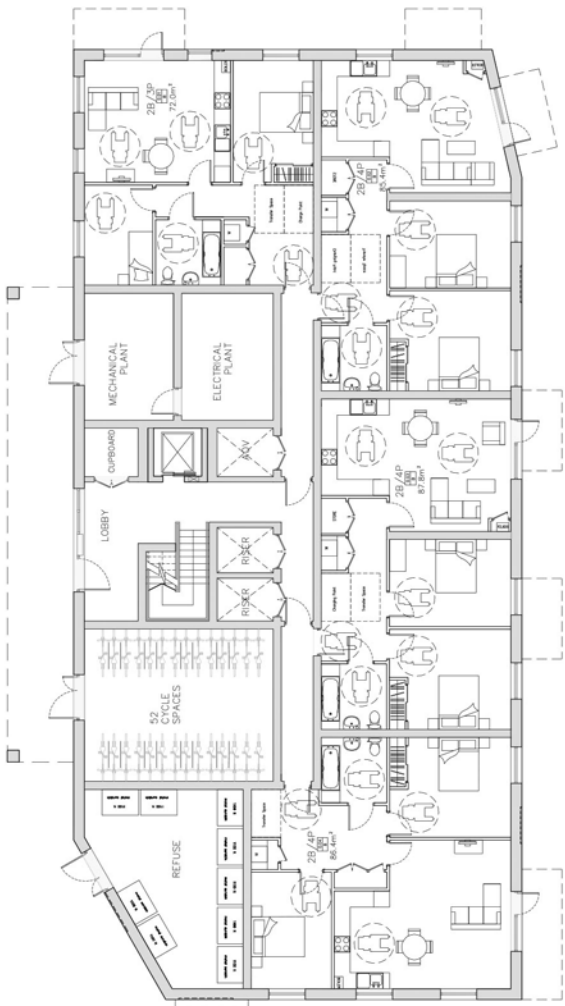
**PLANNING ISSUE**

Client	Sep. 2016	Case	PCDF III (West Drayton) LLP
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Revision	A		

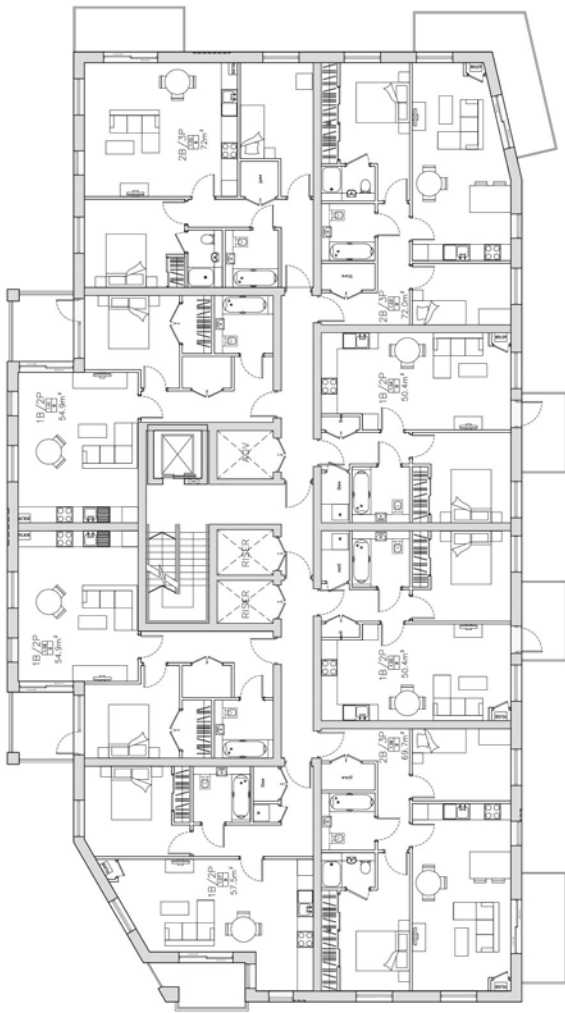
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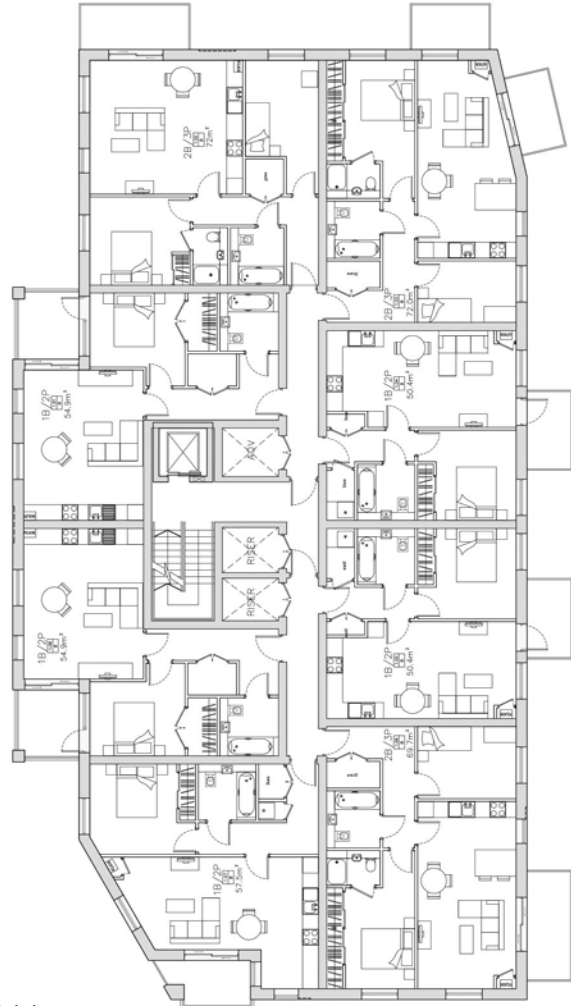




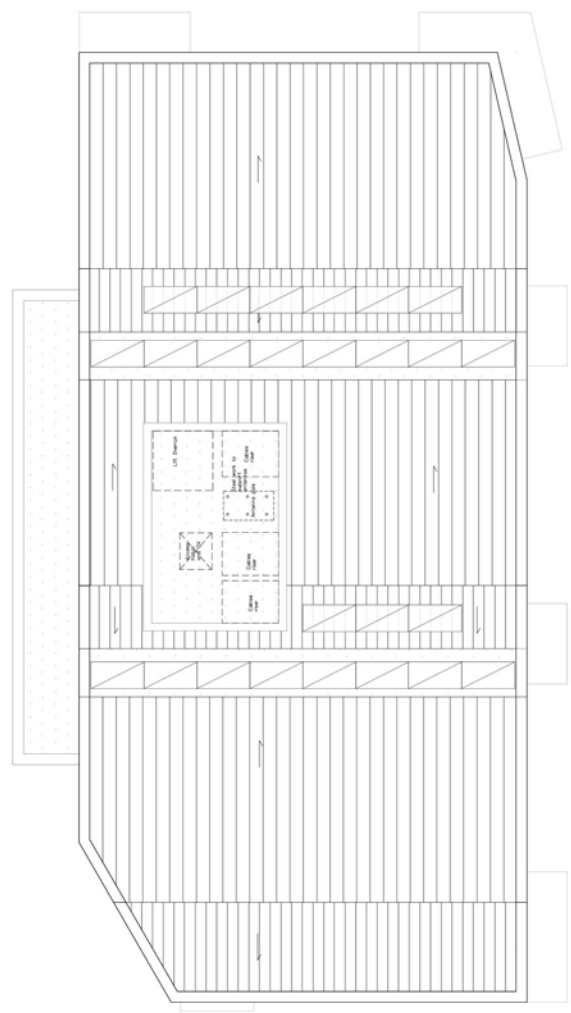
Proposed Ground Floor Plan



Proposed 2nd and 4th Floor Plan



Proposed 1st and 3rd Floor Plan



Proposed Roof Plan

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Revisions:

Revisions:

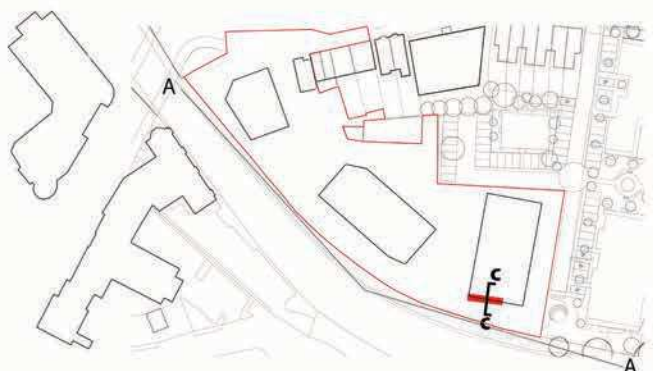
Revisions:

Revisions:

Revisions:

PLANNING ISSUE	
Date: Sep. 2016	Client: PCDF III (West Drayton) LLP
Drawn: TM	Project: Horton Road,
Checked:	Title: Block B - Proposed Plans
Scale: 1:100 @ A1	Engineer: 15.214 / D110
	Revision: A

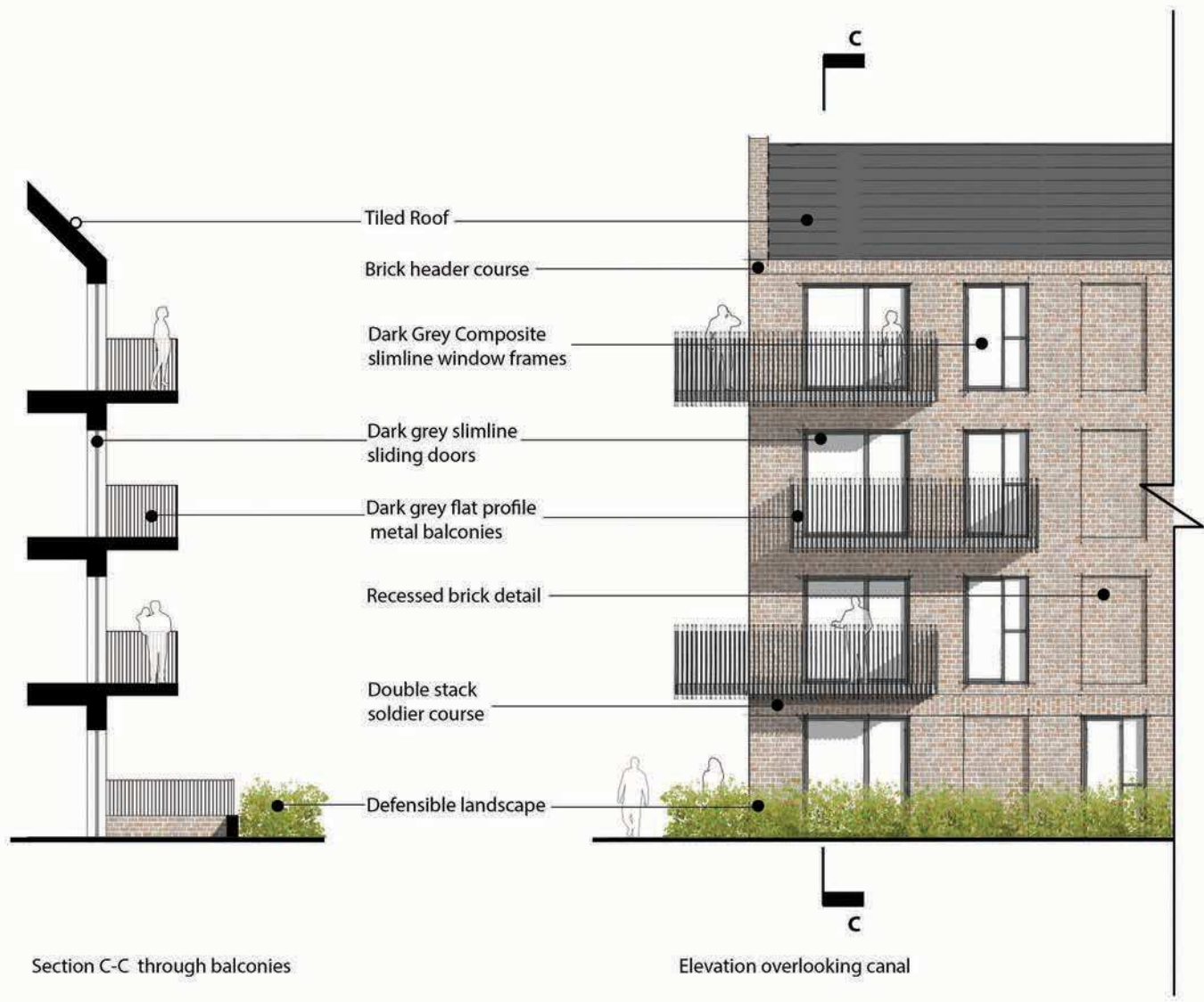
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Site plan NTS identifying section and bay study location



Section A-A identifying bay study location



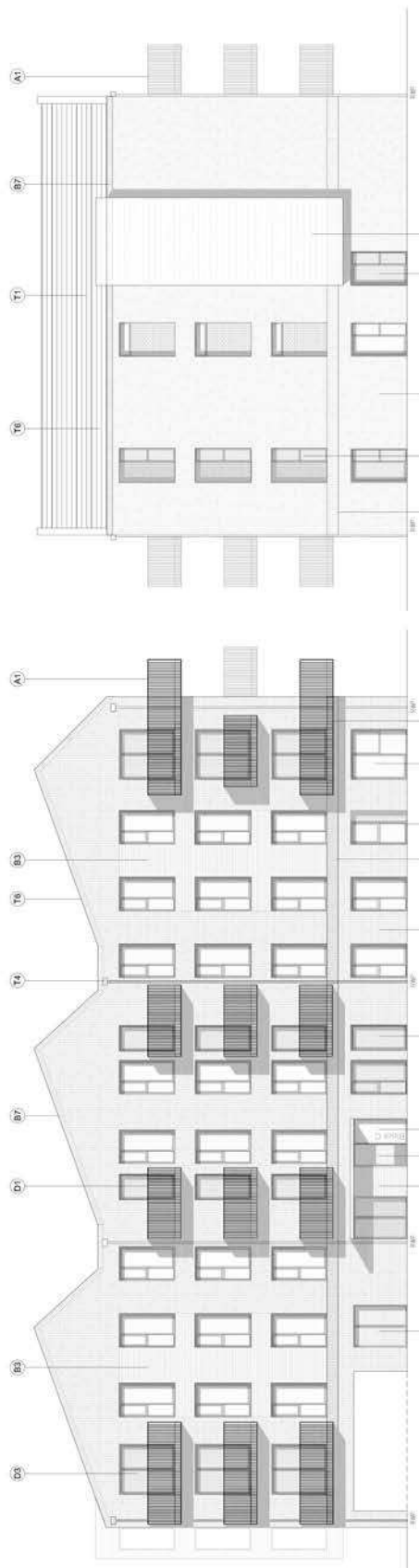
Section C-C through balconies

Elevation overlooking canal

Notes

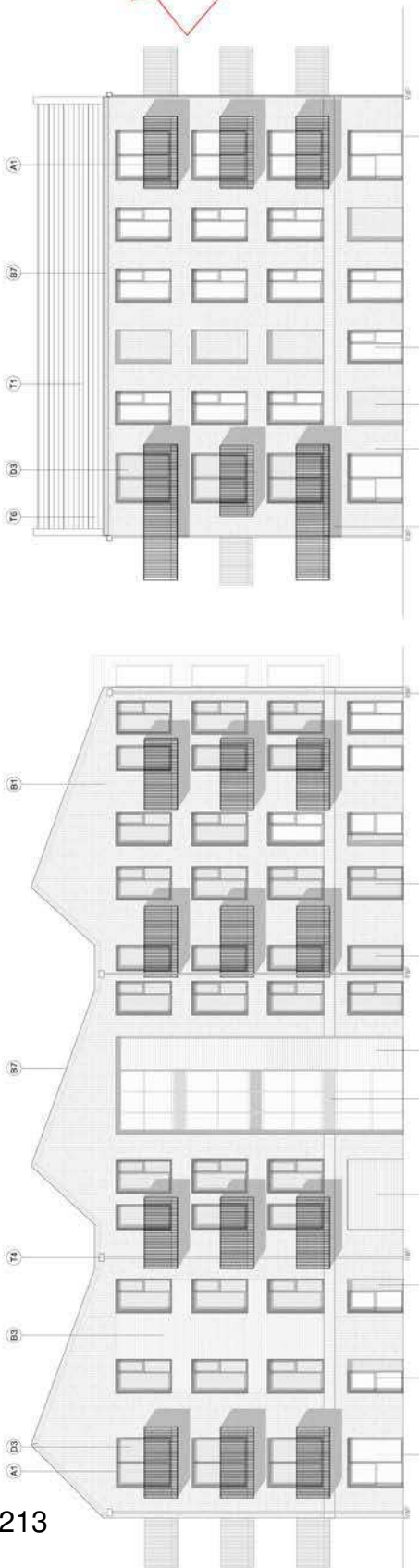
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Drawn: JM	Project: Horton Road
Check:	Title: <b>Page 212</b>
Scale: 1:100 @ A3	Dwgno: 15-214 / D502
	Revision: A

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1 Proposed West Elevation

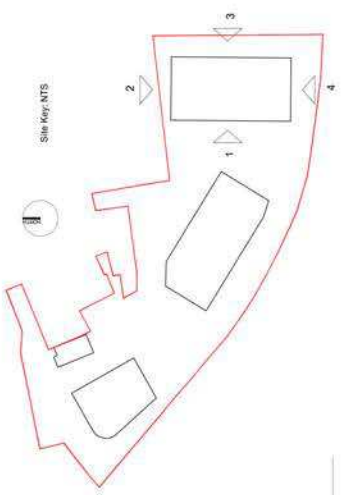
2 Proposed North Elevation



3 Proposed East Elevation

4 Proposed South Elevation

- KEY**
- A1 Balcony - grey PPC contemporary flat metal railing
  - A2 Juliet Balcony - grey PPC contemporary flat metal railing
  - B1 Brick - Light Red multi
  - B2 Brick - Glazed terracote
  - B3 Brick panel - Light Red protruding stripe
  - B4 Brick panel - Light Red recessed
  - B5 Brick panel - Honey comb ventiated
  - B6 Brick panel - Double stack soldier course
  - B7 Brick header - Soldier course
  - C1 Cladding metal - Dark grey
  - D1 Metal frame door with glazed panel - grey frame
  - D2 Metal louvre door - grey
  - D3 Sliding balcony door with glazed panel - grey frame
  - D4 Double glazed door for commercial unit
  - L1 Low brick wall (1200mm)
  - L2 Low brick wall (450mm) with grey PPC contemporary flat metal railings (750mm)
  - L3 Grey PPC contemporary flat metal railings (1800mm)
  - L4 Closed board fence (1800mm)
  - L5 Closed board gate (1800mm)
  - L6 Low timber knee rail (450mm)
  - T1 Roof tiles - slate effect grey
  - T2 PV panels above a brown roof
  - T3 Canopy - grey PPC metal folded
  - T4 RWP Hoppers/ Gates - grey metal
  - T5 Postboxes
  - W1 windows - dark grey frames
  - W2 windows - dark grey framed curtain walling
  - W3 windows - Sliding and vertical combination window
  - W4 windows - rooflight
  - W5 windows - fixed doors
  - W6 windows - curved glazing for commercial unit



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Revisions:

No.	Date	By	Check
A	14.12.2016	JM	JP

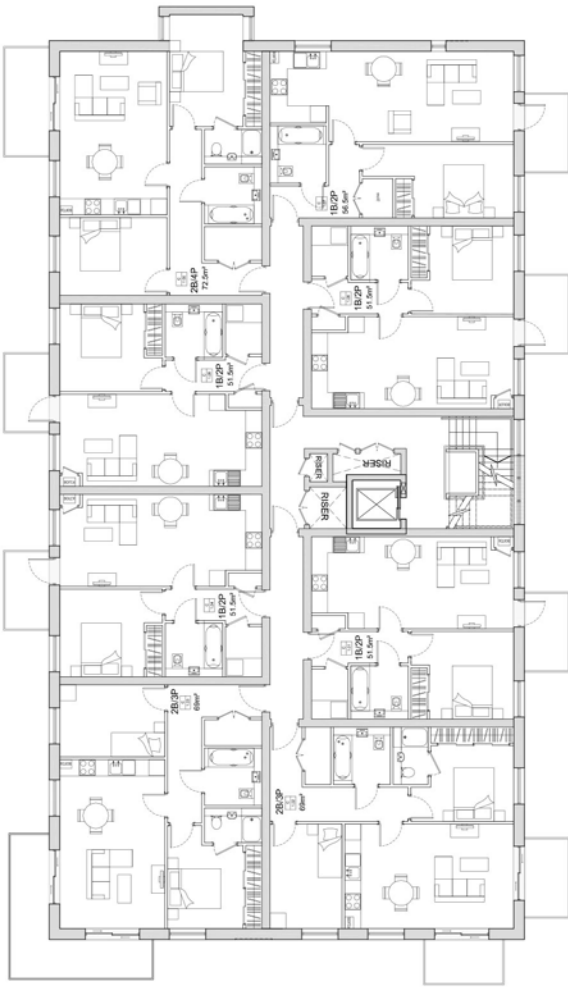
Revisions:

No.	Date	By	Check
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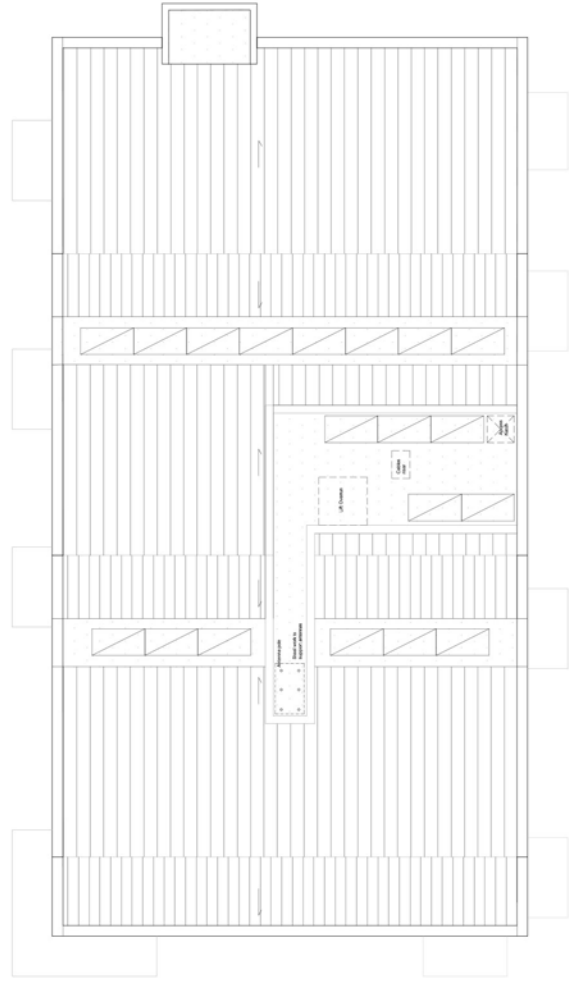
**PLANNING ISSUE**

Date	Sep. 2016	Client	PCDF III (West Drayton) LLP
Drawn	JM	Project	Horton Road
Check		Title	Block C - Proposed Elevations
Scale	1:100 @ A1	Engine	15.214 / D220
		Revision	A

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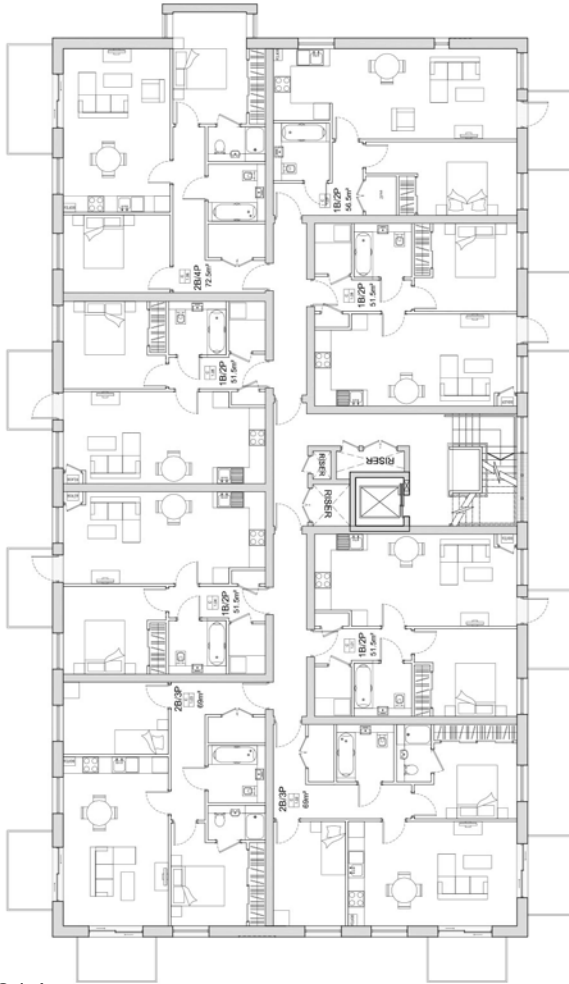
Proposed 1st and 3rd Floor Plan



Proposed Roof Plan



Proposed Ground Floor Plan



Proposed 2nd Floor Plan

**PLANNING ISSUE**

Date: Sep. 2016	Client: PCDF III (West Drayton) LLP
Drawn: JM	Project: Horton Road,
Checked: JM	Title: Block C - Proposed Plans
Scale: 1:100 @ A1	Engineer: 15.214 / D120
	Revision: A

Revisions:

No.	Planning Issue	Date	By
A	Planning Issue	14.02.2016	JM

Revisions:

No.	Date	By

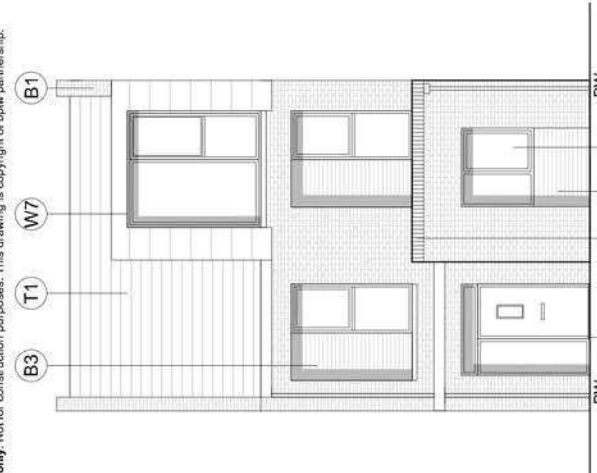
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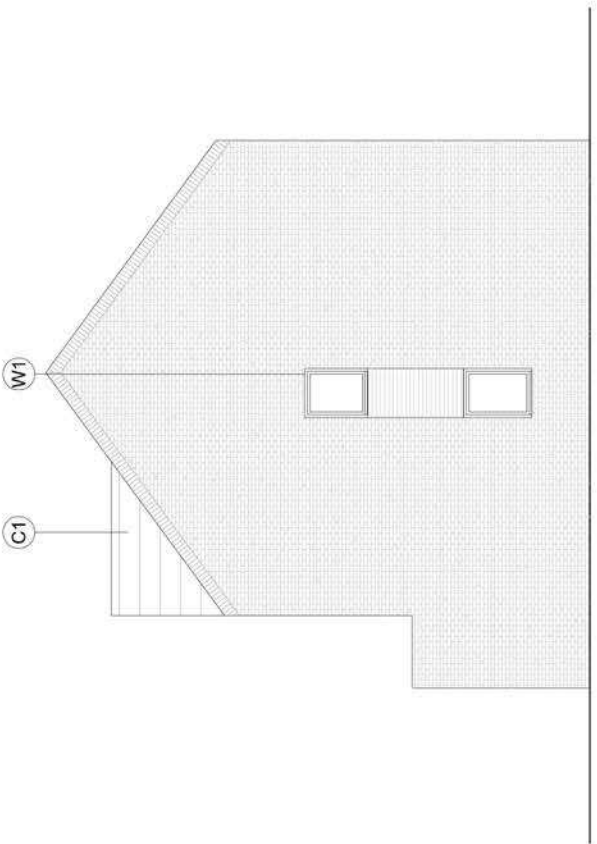
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No.	Date	By

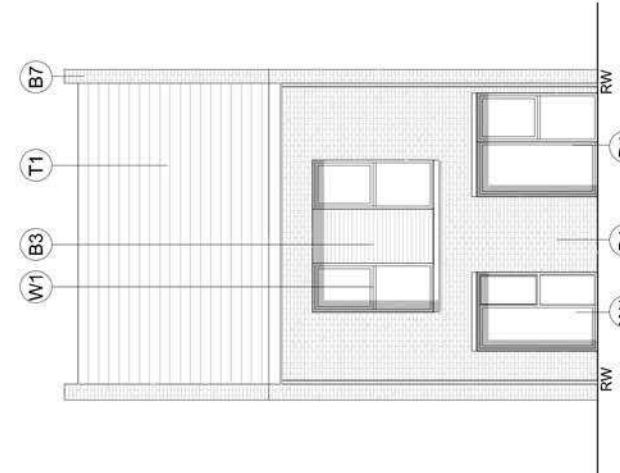
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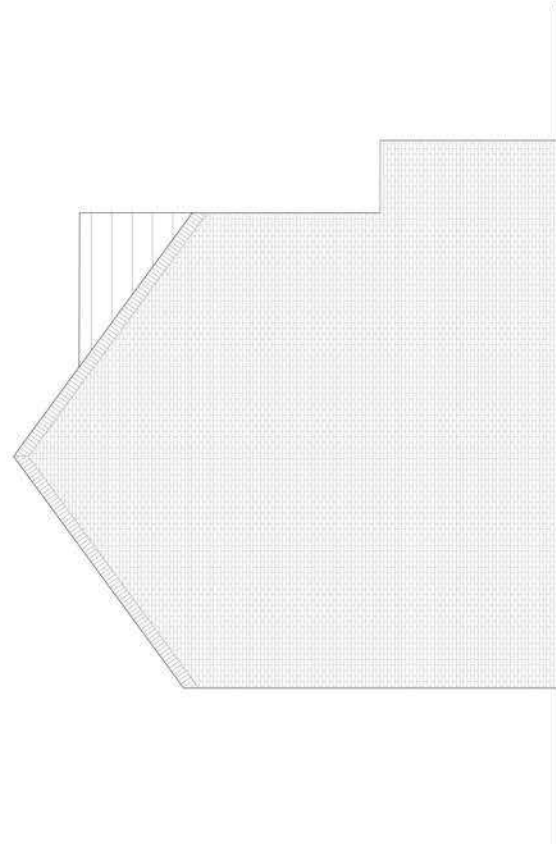
1 Proposed North - West Elevation



2 Proposed West Elevation

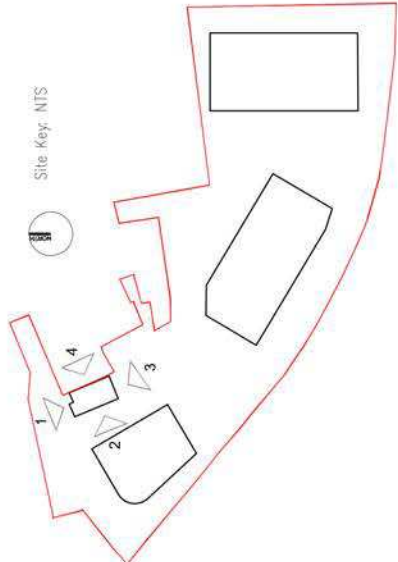


3 Proposed South - East Elevation



4 Proposed East Elevation

- KEY:**
- B1 Brick - Light Red multi
  - B3 Brick panel - Light Red protruding stripe
  - B7 Brick header - Soldier course
  - D6 Composite Front Door with glazed panel
  - T3 Canopy - grey PFC metal folded
  - T4 RWPI Hoppers/ Gutters - grey metal
  - W1 windows - dark grey frames
  - W7 Dormer Window



**PLANNING ISSUE**

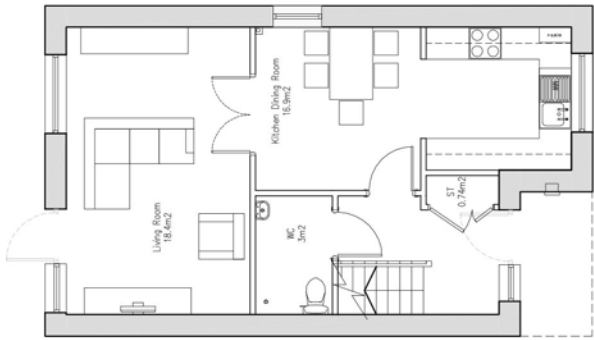
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Drawn:	DG	Project:	Horton Road
Check:		Title:	Block D - Proposed Elevations
Scale:	1: 100 @ A3	Dwgno:	15-214 D230
		Revisor:	A

Rev	Date	Drwn	Chkd
A	14.12.2016	JIM	KP

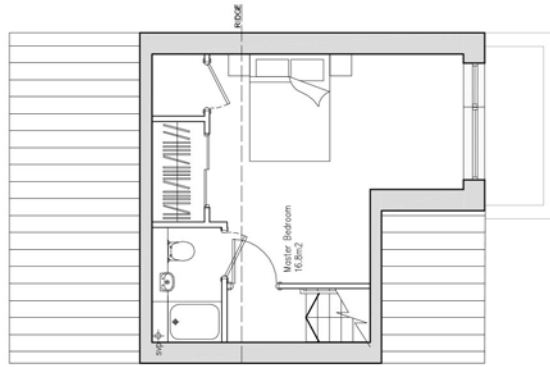
Notes/Revisions:

Rev	Date <td>Drwn</td> <td>Chkd</td>	Drwn	Chkd
A	14.12.2016	JIM	KP

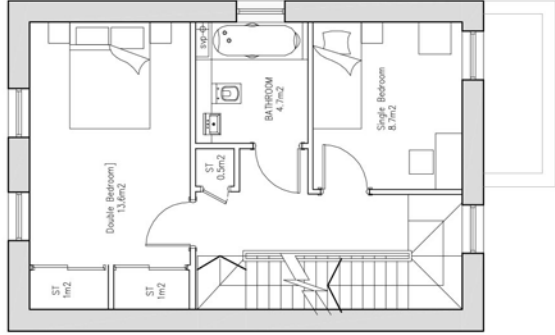
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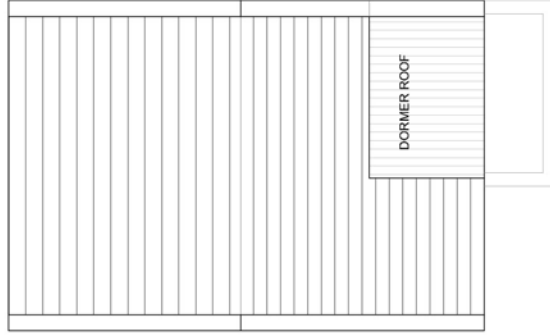
Proposed Ground Floor Plan



Proposed Second Floor Plan



Proposed First Floor Plan



Proposed Roof Plan

Notes

ALL DETAILS TO BE CHECKED AND APPROVED BY SPECIALIST CONTRACTOR AND INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURERS DESIGN AND SPECIFICATION

Notes/revisions:

Rev	Planning Issue	Date	Drwn	Chkd
A	Planning Issue	14.12.2016	JM	KP

**PLANNING ISSUE**

Date:	Sep. 2016	Client:	PCDF III (West Drayton) LLP
Drawn:	DG	Project:	Horton Road
Check:		Title:	Block D - Proposed Plans
Scale:	1: 100 @ A3	Dwgno:	15-214 D130
		Revision:	A



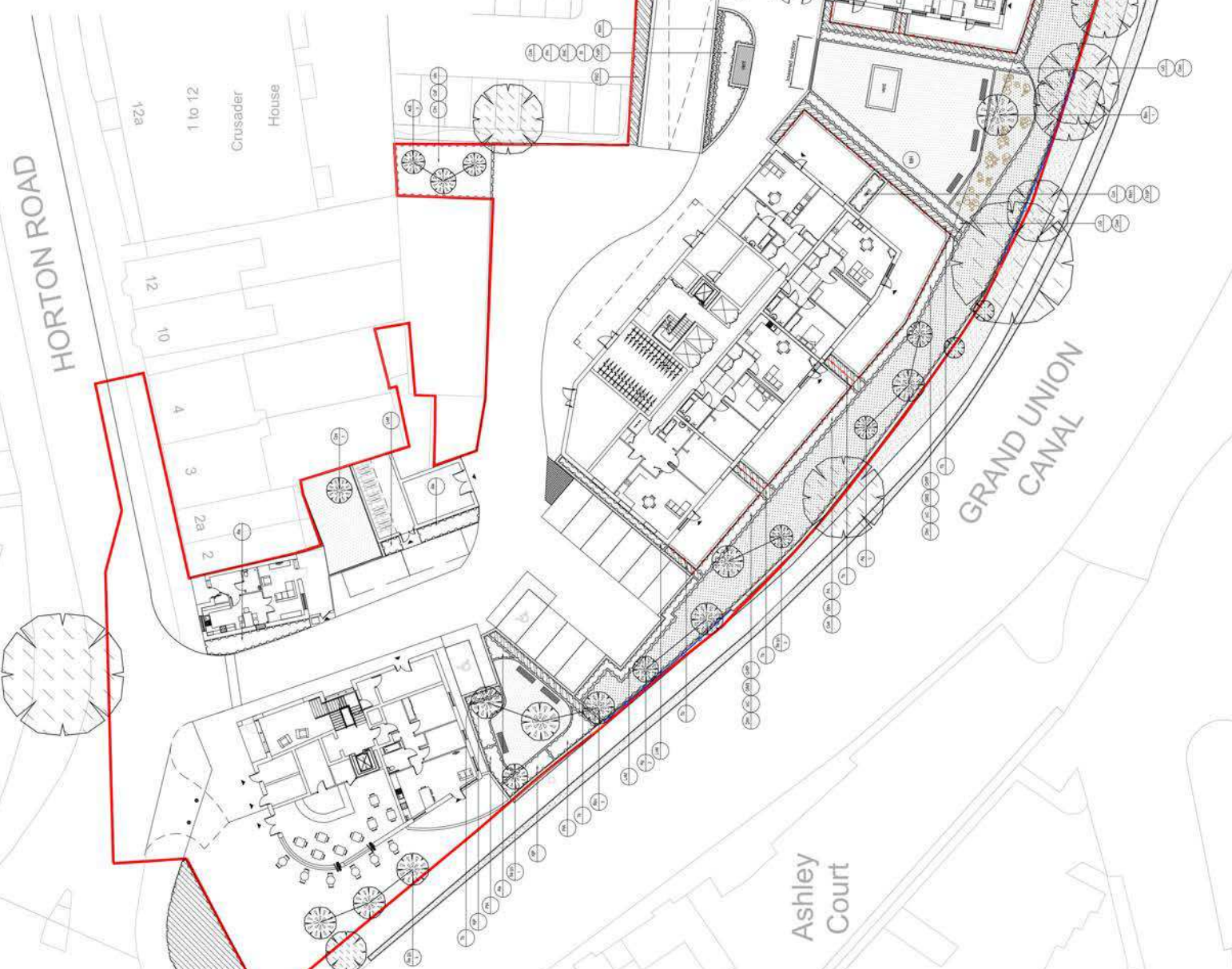


**Legend:**

- Shrub
- Propagated Hedge
- Arising Screen
- Hedged Hedge
- Hedge with Climbing Planting
- Climbing Planting to be removed
- Tree
- Propagated Tree
- Hedged Tree to be removed
- 1.8m High Walling
- 1.2m High Walling
- Boundary
- Boundary & Screen with Yellow Lined to provide visual privacy

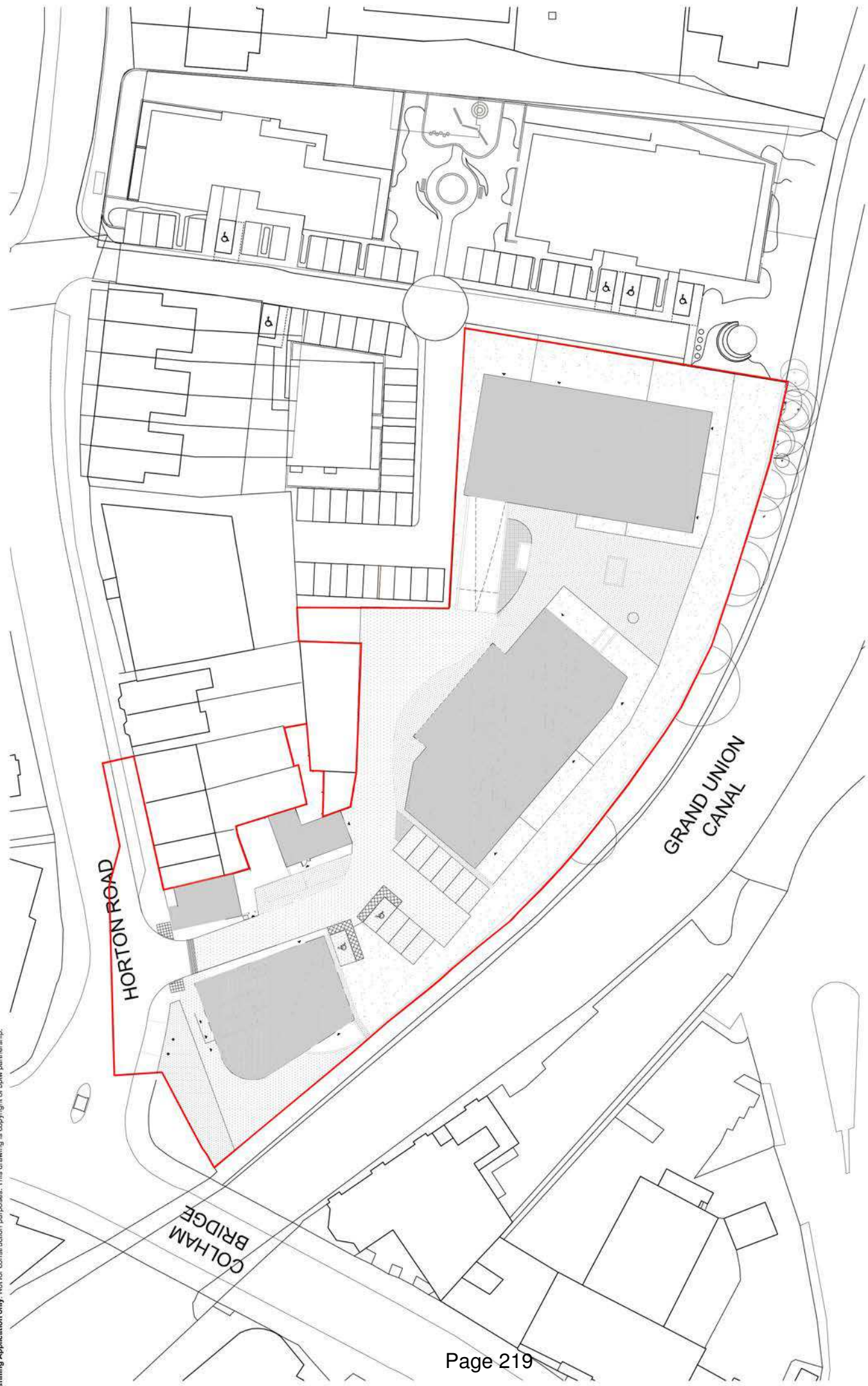


Ref	No.	Notes	Spec	Quant
1	1	Plum tree, 150cm dbh, 15m high, 100cm spread	Plum tree, 150cm dbh, 15m high, 100cm spread	1
2	2	Apple tree, 100cm dbh, 10m high, 80cm spread	Apple tree, 100cm dbh, 10m high, 80cm spread	2
3	3	Cherry tree, 120cm dbh, 12m high, 90cm spread	Cherry tree, 120cm dbh, 12m high, 90cm spread	1
4	4	Peach tree, 80cm dbh, 8m high, 60cm spread	Peach tree, 80cm dbh, 8m high, 60cm spread	1
5	5	Apricot tree, 90cm dbh, 9m high, 70cm spread	Apricot tree, 90cm dbh, 9m high, 70cm spread	1
6	6	Almond tree, 70cm dbh, 7m high, 50cm spread	Almond tree, 70cm dbh, 7m high, 50cm spread	1
7	7	Walnut tree, 180cm dbh, 18m high, 120cm spread	Walnut tree, 180cm dbh, 18m high, 120cm spread	1
8	8	Oak tree, 150cm dbh, 15m high, 100cm spread	Oak tree, 150cm dbh, 15m high, 100cm spread	1
9	9	Maple tree, 130cm dbh, 13m high, 90cm spread	Maple tree, 130cm dbh, 13m high, 90cm spread	1
10	10	Birch tree, 110cm dbh, 11m high, 80cm spread	Birch tree, 110cm dbh, 11m high, 80cm spread	1
11	11	Willow tree, 90cm dbh, 9m high, 70cm spread	Willow tree, 90cm dbh, 9m high, 70cm spread	1
12	12	Hornbeam tree, 70cm dbh, 7m high, 50cm spread	Hornbeam tree, 70cm dbh, 7m high, 50cm spread	1
13	13	Yew tree, 100cm dbh, 10m high, 80cm spread	Yew tree, 100cm dbh, 10m high, 80cm spread	1
14	14	Boxwood tree, 80cm dbh, 8m high, 60cm spread	Boxwood tree, 80cm dbh, 8m high, 60cm spread	1
15	15	Privet tree, 60cm dbh, 6m high, 40cm spread	Privet tree, 60cm dbh, 6m high, 40cm spread	1
16	16	Laurustinus tree, 50cm dbh, 5m high, 30cm spread	Laurustinus tree, 50cm dbh, 5m high, 30cm spread	1
17	17	Euonymus tree, 40cm dbh, 4m high, 20cm spread	Euonymus tree, 40cm dbh, 4m high, 20cm spread	1
18	18	Photinia tree, 30cm dbh, 3m high, 15cm spread	Photinia tree, 30cm dbh, 3m high, 15cm spread	1
19	19	Leucothoe tree, 20cm dbh, 2m high, 10cm spread	Leucothoe tree, 20cm dbh, 2m high, 10cm spread	1
20	20	Osage orange tree, 15cm dbh, 1.5m high, 5cm spread	Osage orange tree, 15cm dbh, 1.5m high, 5cm spread	1
21	21	Red tipped dogwood tree, 12cm dbh, 1.2m high, 4cm spread	Red tipped dogwood tree, 12cm dbh, 1.2m high, 4cm spread	1
22	22	Black locust tree, 10cm dbh, 1m high, 3cm spread	Black locust tree, 10cm dbh, 1m high, 3cm spread	1
23	23	White locust tree, 8cm dbh, 0.8m high, 2cm spread	White locust tree, 8cm dbh, 0.8m high, 2cm spread	1
24	24	Green locust tree, 6cm dbh, 0.6m high, 1.5cm spread	Green locust tree, 6cm dbh, 0.6m high, 1.5cm spread	1
25	25	Yellow locust tree, 4cm dbh, 0.4m high, 1cm spread	Yellow locust tree, 4cm dbh, 0.4m high, 1cm spread	1
26	26	Black locust tree, 3cm dbh, 0.3m high, 0.7cm spread	Black locust tree, 3cm dbh, 0.3m high, 0.7cm spread	1
27	27	White locust tree, 2cm dbh, 0.2m high, 0.5cm spread	White locust tree, 2cm dbh, 0.2m high, 0.5cm spread	1
28	28	Green locust tree, 1.5cm dbh, 0.15m high, 0.3cm spread	Green locust tree, 1.5cm dbh, 0.15m high, 0.3cm spread	1
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30	30	Black locust tree, 0.8cm dbh, 0.08m high, 0.15cm spread	Black locust tree, 0.8cm dbh, 0.08m high, 0.15cm spread	1
31	31	White locust tree, 0.6cm dbh, 0.06m high, 0.1cm spread	White locust tree, 0.6cm dbh, 0.06m high, 0.1cm spread	1
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49	49	Yellow locust tree, 0.0015cm dbh, 0.00015m high, 0.0002cm spread	Yellow locust tree, 0.0015cm dbh, 0.00015m high, 0.0002cm spread	1
50	50	Black locust tree, 0.001cm dbh, 0.0001m high, 0.00015cm spread	Black locust tree, 0.001cm dbh, 0.0001m high, 0.00015cm spread	1



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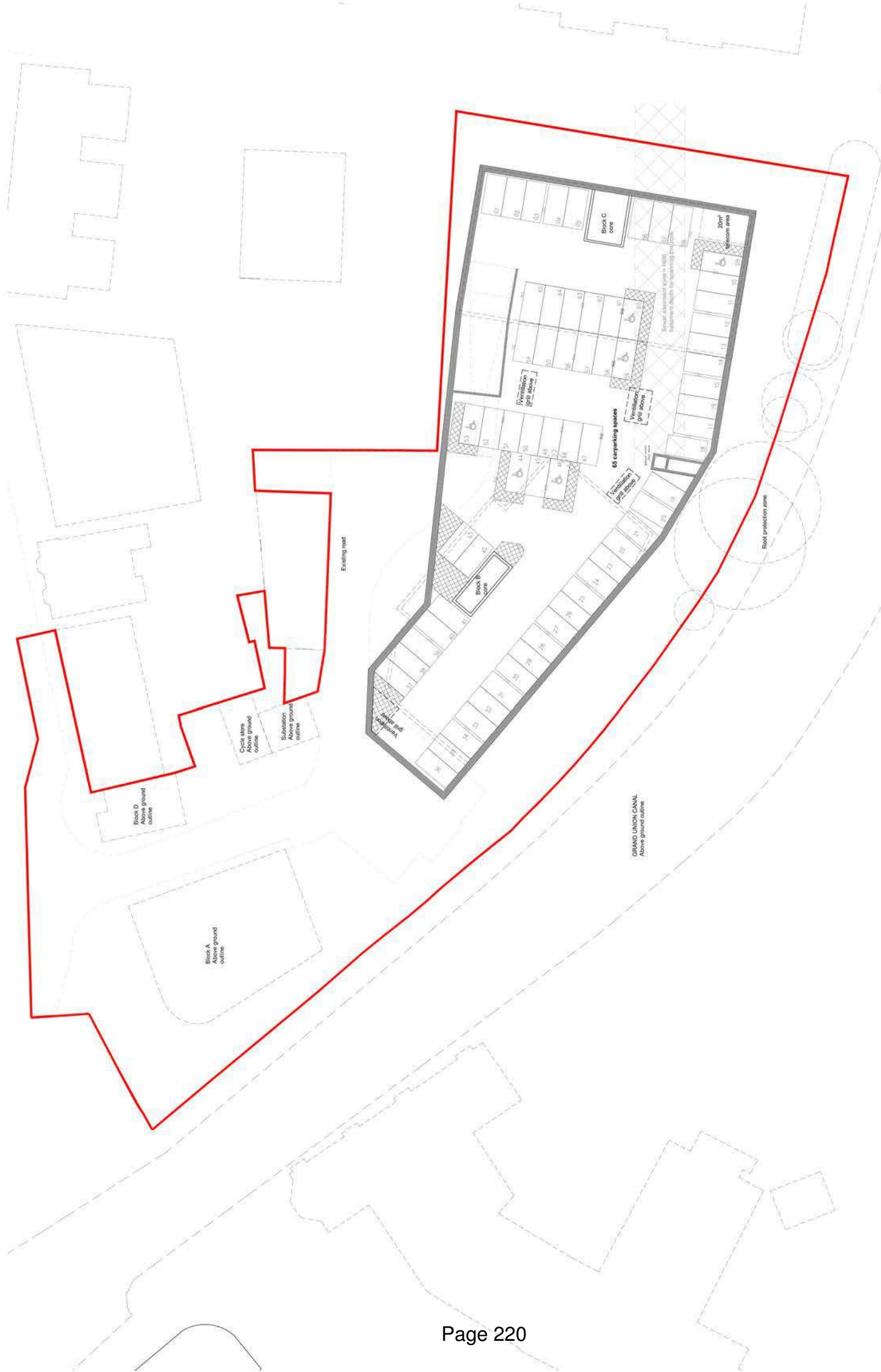
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Drawn:	JM	Project:	Horton Road
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Scale:	1:500 @ A3	Dwgno:	15.214 / D11
		Revisor:	A

Notes/Revisions:

Rev	Date	Drawn	Check
A	14.12.2016	JM	KP

Notes

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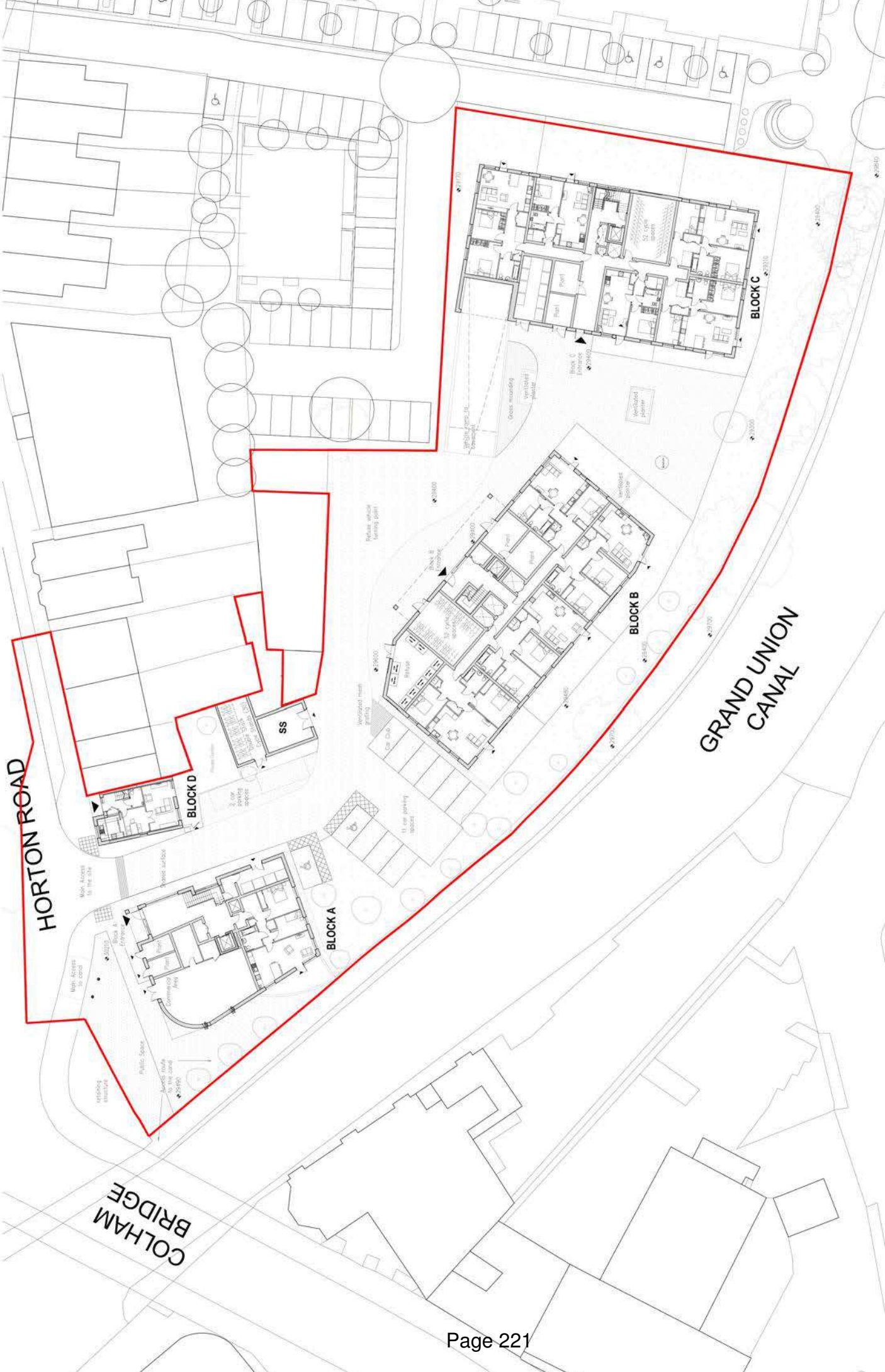
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Case	PCDF II (West Drayton) LLP
Project	Horton Road
Drawn	JM
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Title	Proposed Site Plan - Basement Level
Scale	1:200 @ A1
Engine	15.214 / D49
Revision	A

Revisions	
No.	1
Date	14.12.2016
By	JM
For	Planning Issue

Revisions	
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COLHAM BRIDGE

GRAND UNION CANAL

BLOCK D

BLOCK A

BLOCK B

BLOCK C

**PLANNING ISSUE**

Case:	PCDF II (West Drayton) LLP
Client:	Sep. 2016
Project:	Horton Road
Drawn:	JM
Checked:	JM
Title:	Proposed Site Plan - Ground Level
Scale:	1:200 @ A1
Engineer:	15.214 / D50
Revision:	A

Revisions:

No.	Description	Date	By
1	Planning Issue	14.12.2016	JM

Revisions:

No.	Description	Date	By

Revisions:

No.	Description	Date	By

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**PLANNING ISSUE**

Client	Sep. 2016	Case	PCDF III (West Drayton), LLP
Drawn	JM	Project	Horton Road
Checked		Title	Proposed Site Plan - 1st Floor
Scale	1:200 @ A1	Engrs.	15.214 / D51
			Revision A

Revisions:

No.	Description	Date	By
1	Planning Issue	14.12.2016	JM

Revisions:

No.	Description	Date	By

Revisions:

No.	Description	Date	By

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**PLANNING ISSUE**

Client	Sep. 2016	Case	PCDF II (West Drayton), LLP
Drawn	JM	Project	Horton Road
Check		Title	Proposed Site Roof Plan
Scale	1:200 @ A1	Engrs.	15.214 / DSZ
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Revisions:

No.	Description	Date	By
1	Planning Issue	11.12.2016	JM

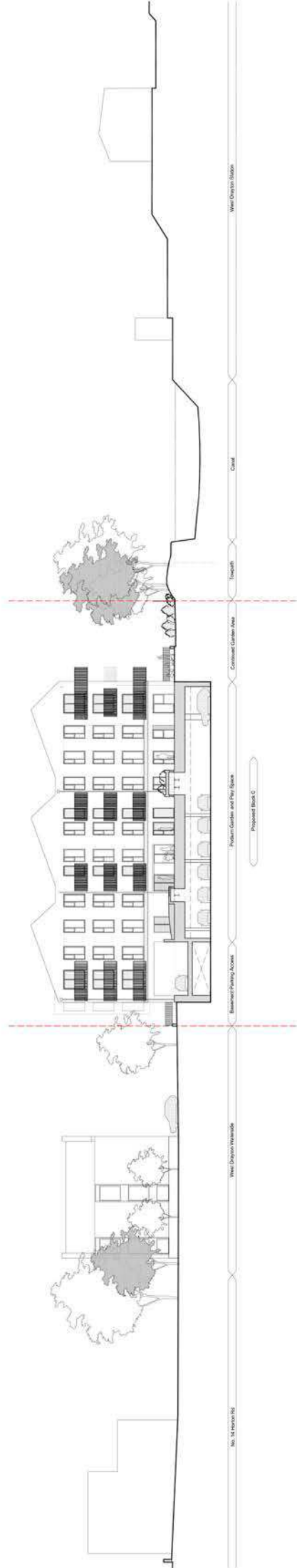
Revisions:

No.	Date	By

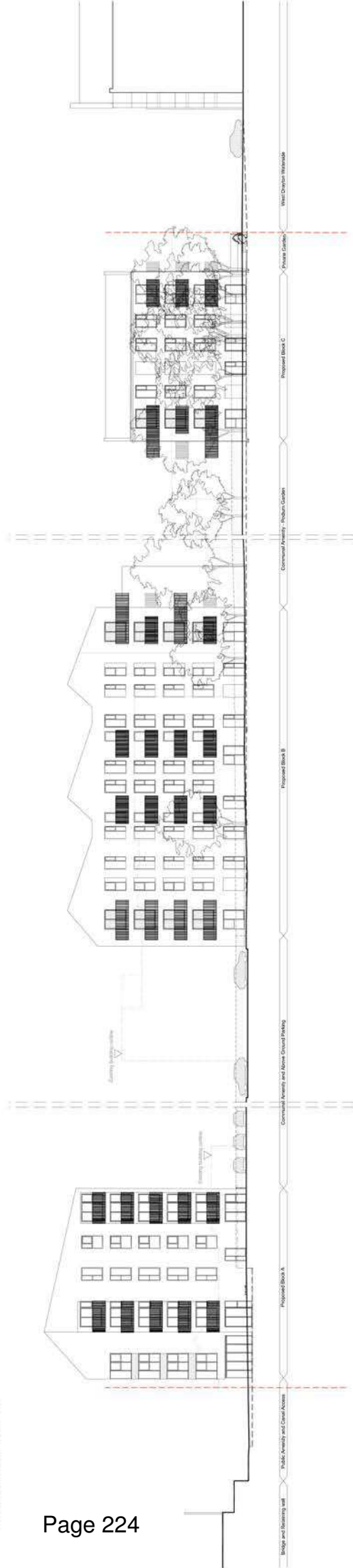
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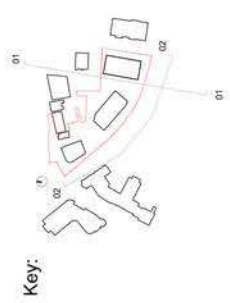
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Proposed Section 01



Proposed Section 02



Proposed West Elevation

Revisions:

No.	Description	Date
A	Planning Issue	14/03/16

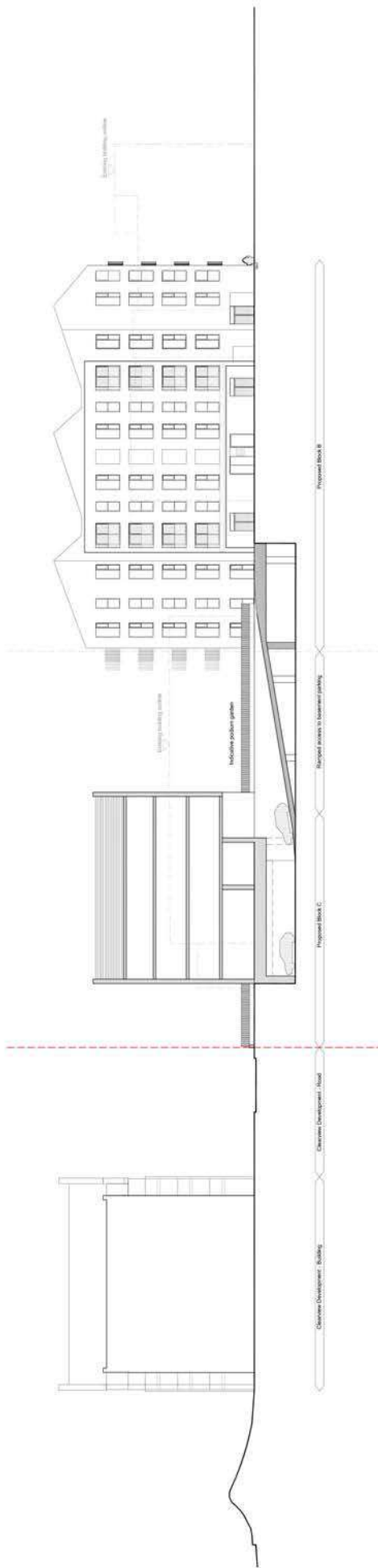
PLANNING ISSUE

Date:	Sep. 2016	Client:	PCDF II (West Drayton LLP)
Drawn:	JM	Project:	Horton Road
Check:		Title:	Proposed Sectional Elevation 01_02
Scale:	1:200 @ A1	Engineer:	15-214 / D300
		Revision:	A

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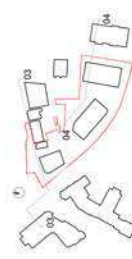


Proposed Section 03



Proposed Section 04

Key:



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Revisions:

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Revisions:

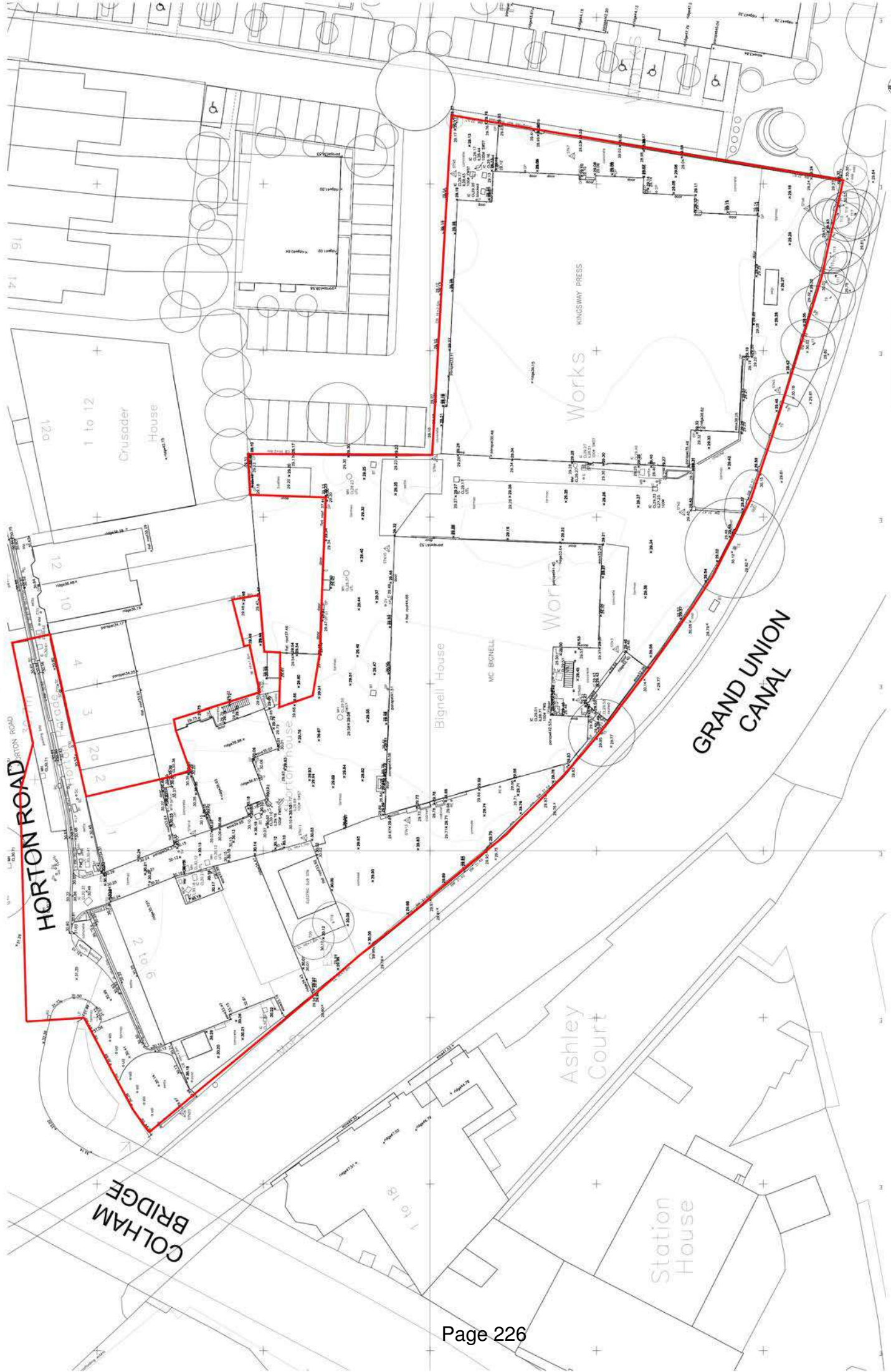
No.	Date	By	Rev

PLANNING ISSUE

Date	Sep. 2016	Case	PCDF III (West Drayton LLP)
Drawn	JM	Project	Horton Road
Checked	JM	Title	Proposed Sectional Elevation 03_04
Scale	1:200 @ A1	Engine	15-214 / D301
Revision	A		



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Client	Sep. 2016
Case	PCDF III (West Drayton) LLP
Project	Horton Road
Client	JM
Type	Topographical Survey
Scale	1:200 @ A1
Engrs	15.214 / D02
Revision	A

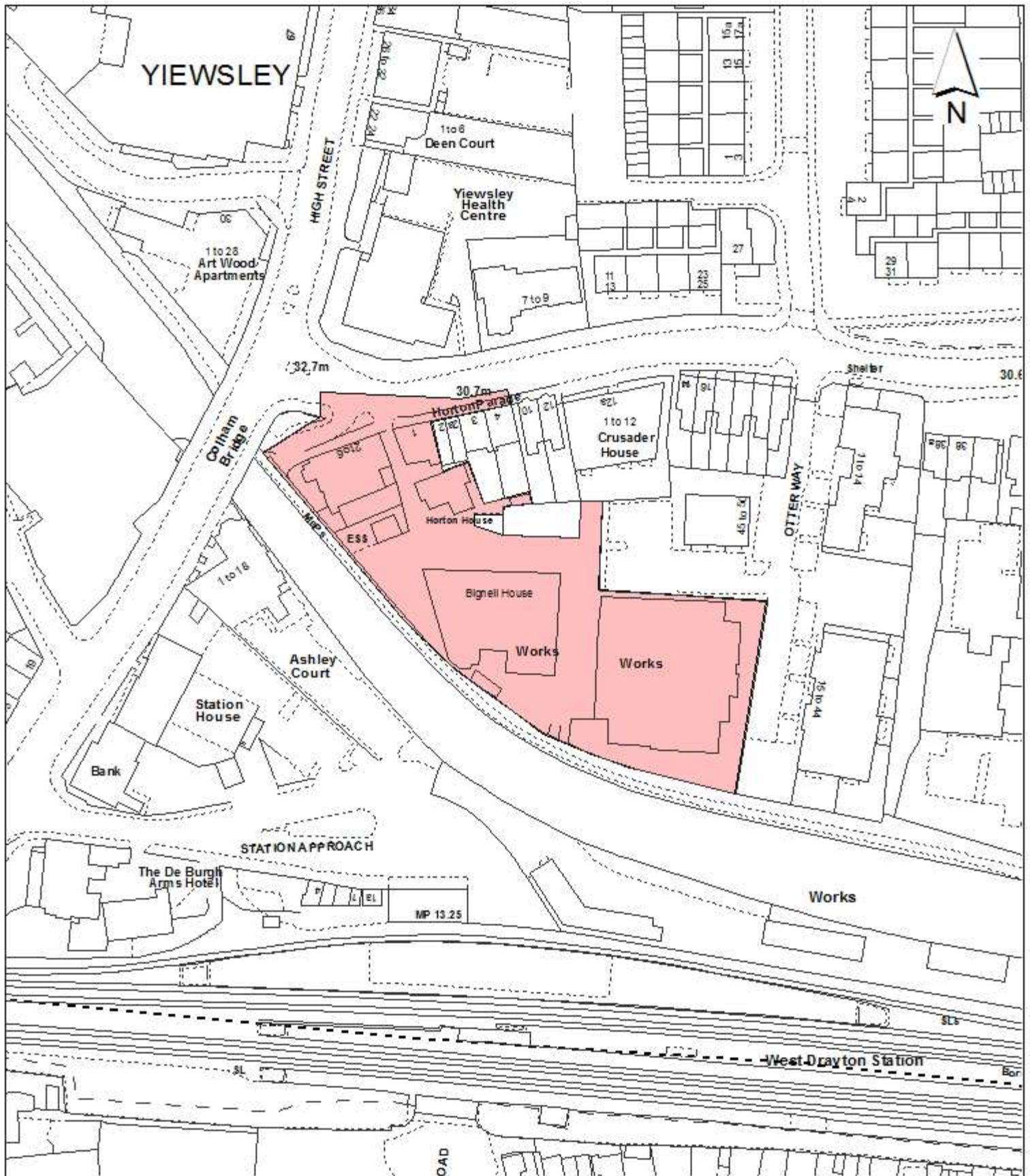
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No.	1
Date	14.12.2016
By	JM
For	Planning Issue

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**Notes:**

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Planning Application Ref:

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Planning Committee:

**Major** Page 227

Date:

**May 2017**



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