



HILLINGDON
LONDON



North Planning Committee

To Councillors on the Committee

To be determined.

Date: THURSDAY, 20 MAY 2010

Time: 7.00 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

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INVESTOR IN PEOPLE

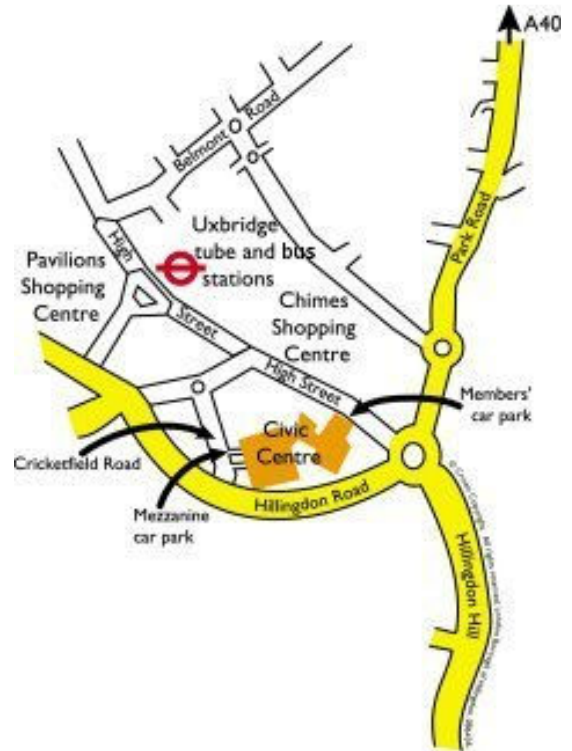
Useful information

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

Representatives of Conservation Area Advisory Panels are also members of the Committees and they advise on applications in their conservation area. They do not vote at Committee meetings

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

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

Reports - Part 1 - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Northolt Junction, Civic Way, Ruislip 66712/APP/2010/103	South Ruislip;	Track and junction improvements involving widening the existing up line embankment for 1.2km; stabilising the existing embankment; laying a second track South of existing up main line; provision of new junctions; replacing the existing single track bridge over Civic Way with a double track bridge; infilling redundant under bridge and ancillary works. Recommendation: Refusal	1 - 42

Non Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
7	3 Pikes End, Eastcote 18957/APP/2010/266	Northwood Hills;	Front porch infill, first floor side extension and alterations to existing side elevation. Recommendation: Approval	43 - 52
8	The Ferns, Withy Lane, Ruislip 6885/APP/2009/2650	West Ruislip;	Demolition of existing industrial building and erection of a block of 5 flats with associated parking (outline application). Recommendation: Refusal	53 - 70
9	91-97 High Road, Ickenham 14964/APP/2009/896	West Ruislip;	Change of use of first and second floors from Class B2 industrial use to 4 four-bedroom flats with side/rear external access staircase and rear first floor walkway and installation of new rear first floor walkway and staircase (Part Retrospective Application). Recommendation: Refusal	71 - 86

Non Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
10	41 Rushdene Road, Eastcote 51162/APP/2010/247	Eastcote & East Ruislip;	Single storey rear extension with glass panelling to rear. Recommendation: Refusal	87 - 96
11	41 Rushdene Road, Eastcote 51162/APP/2010/246	Eastcote & East Ruislip;	Single storey rear extension. Recommendation: Refusal	97 - 106

12	9 Burwood Avenue, Eastcote 41436/APP/2008/49	Eastcote & East Ruislip;	Elevational alterations to side and rear elevations, involving the installation of 2 side windows, and increase in width of the rear element of the single storey part side extension by 700mm and replacement of its mono-pitch roof with a dummy-pitch roof, of planning permission ref. 41436/APP/2004/936 dated 07/10/2004: Erection of a part two storey, part single storey side extension and installation of a new vehicular crossover. Recommendation: Approval	107 - 116
13	9 Burwood Avenue, Eastcote 41436/APP/2008/3396	Eastcote & East Ruislip;	Front canopy extension (Retrospective application). Recommendation: Refusal	117 - 124

14 Any Items Transferred from Part 1

15 Any Other Business in Part 2

Plans for North Planning Committee

Report of the Head of Planning & Enforcement

Address NORTHOLT JUNCTION CIVIC WAY RUISLIP

Development: Track and junction improvements involving widening the existing up line embankment for 1.2km; stabilising the existing embankment; laying a second track South of existing up main line; provision of new junctions; replacing the existing single track bridge over Civic Way with a double track bridge; infilling redundant under bridge and ancillary works.

LBH Ref Nos: 66712/APP/2010/103

Drawing Nos: 09_28_04
5089431-RLS-MFC-CBR-05026 Rev: A03
5089431-RLS-MFC-CBR-05027 Rev: A04
5083741-RLS-MFC-ENV-09001 Rev: P 03
5083741-RLS-MFC-CBR-00002 Rev: A01
5083741/RLS/MFC/CST/05554 Rev: A01
5083741/RLS/MFC/CST/05555 Rev: A01
5083741/RLS/MFC/CST/05556 Rev: A02
Design and Access Statement
Flood Risk Assessment
Arboricultural Report
Contamination Assessment
Revised Railway Track Layout: Non-Technical Summary
Planning Statement
Transport Statement
Air Quality Assessment
Ecological Impact Assessment Report
Noise Assessment
Landscape and Visual Impact Assessment
Application for Planning Permission Supplemental Information
Flood Risk Assessment Addendum

Date Plans Received: 25/02/2010 **Date(s) of Amendment(s):**

Date Application Valid: 25/02/2010

1. SUMMARY

Planning permission is sought for enhancements along the railway line at Northolt Junction, to the east of South Ruislip Station. The works are required to improve rail services, as part of the 'Evergreen 3 Initiative' to upgrade the Chiltern line between London Marleybone and Banbury. The project aims to reduce journey times and make timetable improvements, by allowing westbound trains to avoid the severe speed restriction through the under-dive on the existing 'down line' and to allow faster trains to overtake slower ones. Once the works are complete, most westbound trains will be routed on the new line, with only local trains stopping at South Ruislip and West Ruislip Stations continuing to use the existing 'down line'.

The works will consist of widening the existing embankment, rebuilding the bridge over Civic Way, laying a new track to the north of the Waste Transfer Station, installing junctions at either end of the new line and infilling a redundant under bridge. Landscape

restoration and ecological enhancements are also proposed. It is anticipated that the works would be completed between May 2010 and December 2010.

No local residents are directly affected by land-take issues, as the proposed new line is between the existing 'up line' and the existing 'down line' and all within railway land. No significant vibration impacts are anticipated. However, an increase in ambient noise levels during the construction stage, both during the daytime and at night, because some night time work will be carried out where it is required by railway safety considerations, are predicted. In order to ensure that measures are taken to minimise disturbance from demolition and construction, the Environmental Protection Unit recommends the submission and approval of a Construction Environmental Management Plan. In addition, some operational noise increases around the Rabournmead Drive area, ranging from 'minor' to 'moderate', due to the increased speed of trains are predicted, but these are not considered sufficient reason to refuse the application.

The main impact on the local highway network will be during the reconstruction of the Civic Way bridge, which will require the closure of Civic Way for up to 38 hours one weekend. This will affect the operation of the Waste Site for a temporary period.

Only one, 7 day track closure will be required. Lines will remain open at all other times. The proposals are anticipated to encourage more people to use the trains rather than the car, which should result in fewer cars travelling through the borough, especially along the M40/A40 corridor. The GLA and TfL support the scheme, as it forms part of a strategic transport scheme that will deliver faster journeys and increased frequencies on the Chiltern line. In addition, there will be less emissions, as new trains will use the latest 'Euro-3A' engines.

It should be stressed that this proposal has nothing whatsoever to do with HS2.

There may be some loss of vegetation and impacts on local ecology, but these are not likely to be significant. At the time of completion of the committee report there was an outstanding objection from the Environment Agency. However, it is anticipated that this will be withdrawn in light of verbal feed back officers have received from the Environment Agency.

Subject to conditions controlling construction activities, ecological enhancement and landscape restoration, the application is recommended for approval.

2. RECOMMENDATION

1. That if the objections from the Environment Agency have not been withdrawn by 27 May 2010, the application be refused for the following reason:

The application fails to demonstrate that the proposed development would not increase the risk of flooding and therefore conflicts with Policies OE7 and OE8 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007, Policy 4B.6 of The London Plan (February 2008) and Planning Policy Statement 25: Development and Flood Risk.

Informative

The FRA submitted with this application does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS 25). The submitted FRA does not therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the

submitted FRA fails to be supported by appropriate data and information to demonstrate that appropriate floodplain storage compensation can be provided on a volume for volume, level for level basis. In addition, the FRA fails to fully consider the risk of flooding arising from the development.

2. That if the objections from the Environment Agency have been withdrawn on or before 27 May 2010, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following conditions and any additional conditions imposed by the Environment Agency:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 DRC6 Contaminated Land - survey and remedial works

A scheme detailing measures contingencies for dealing with unexpected contamination at the site, how the contamination shall be managed and/or remediated along with how these works will be verified shall be submitted in writing for approval by the Local Planning Authority prior to the commencement of the development hereby approved. In the event that contamination is found at that was not previously identified, it shall be recorded within a watching brief and reported in writing to the Local Planning Authority. Following the implementation of the measures identified in the approved scheme, verification information must be submitted in writing for approval by the Local Planning Authority.

REASON

To ensure that contaminated materials are managed and dealt with appropriately at the development, and disposed of in a responsible manner in order to protect surrounding amenities and controlled waters, in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy A.33 of the London Plan (February 2008).

3 OM19 Construction 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 plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur
- (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) Noise and vibration
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) Waste management
- (vii) Site remediation
- (viii) Plant and equipment
- (ix) Measures to prevent mud and dirt tracking onto footways and adjoining roads

(including wheel washing facilities).

(x) Traffic management and access arrangements (vehicular and pedestrian) including routing and signage and parking provisions for contractors during the development process

(xi) Measures to reduce the numbers of construction and delivery vehicles accessing the site during peak hours and to restrict construction vehicles accessing the site between 8:00-9:30 hours and 16:00 -19:00 hours.

(xii) The storage of demolition/construction materials on site.

(xiii) Measures to 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 arrangements 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 Local Planning Authority. The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

1. To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

2. In the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

4 NONSC Non Standard Condition

No contaminated soils shall be imported to the site. All imported soils and/or materials and site derived soils and materials for landscaping and engineering purposes shall be suitably free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval by the Local Planning Authority.

REASON

To ensure that contaminated materials are not brought onto and used at the development, thereby not increasing the amount of contaminated land in the borough or potentially impacting surrounding amenities and controlled waters, in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy Policy A.33 of the London Plan (February 2008).

5 HH-M1 Details / Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces of the replacement bridge have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 TL2 Trees 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 and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 TL3 Protection of trees during site clearance and development

The tree protection measures shall be carried out in accordance with the proposals and recommendations set out in the approved Arboricultural Impact Assessment. Unless otherwise agreed in writing by the Local Planning Authority, such protection shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as external lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 TL7 Maintenance of Landscaped Areas

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

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

10 TL21 Tree Protection, Building & Demolition Method Statement

Prior to development commencing on site, a method statement outlining the sequence of development on the site including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

REASON

To ensure that trees can be satisfactorily retained on the site in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 NONSC Non Standard Condition

Prior to the commencement of development an ecological restoration scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall incorporate a planting strategy for the site, alongside measures for wildlife enhancement. The scheme should incorporate all the recommendations of the Ecological Impact Assessment Report dated February 2010, along with additional measures for habitat enhancement. The scheme should include a plan clearly showing the areas and types of planting and where habitat enhancements measures will be located. The scheme should also make best use of the drainage channels required for flood risk mitigation. The development should proceed in accordance with the approved scheme.

REASON

To ensure the loss of the site of important nature conservation is suitably mitigated in accordance with Policy 3D.14 of the London Plan and the principles of PPS9.

12 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with the policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I43 Keeping Highways and Pavements free from mud etc

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

2 I15 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

3 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

4 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).

5 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
MIN18	Safeguarding of existing civic amenity and waste transfer sites

6 I6 Property Rights/Rights of Light

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

7 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 refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com

8 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)

9 I61 Lighting Near Aerodromes.

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

10

The construction route includes public highways and private streets. You are advised that the condition of the roads on the construction route at the end of development should at least commensurate with that which existed prior to commencement of the development.

11

When providing details pursuant to the discharge of condition 3 you are advised to include the sizes, including height of the HGVs and swept paths for the largest vehicles, between the junction of West End Road/Station Approach and the site, and the junction of Mandeville Road/Eastcote Lane and the site.

12

You are advised that before any works connected with the proposed development are undertaken using a private streets and/or within the limits of a private street, it will be necessary for you to obtain the agreement of the owner(s) of the sub-soil upon which the private street are laid out. In addition it is your responsibility to make the necessary arrangements with any businesses affected due to the proposed bridge replacement works at Civic Way.

13 I45 Discharge of Conditions

Your attention is drawn to conditions 2, 3, 5, 8, 9, 10 and 11, which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. The Council may consider taking enforcement action to rectify the breach of these conditions. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

14 I2 Encroachment

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

in any form of encroachment.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the existing Chiltern line railway embankment, known as Northolt Junction, located to the east of South Ruislip Station, and the west of Field End Road bridge. It is proposed to construct a new westbound 'down line' parallel and next to the existing eastbound 'up line.' The line will be situated entirely on existing railway land, to the north of the London Waste Depot, between a point approximately 20m west of the Field End Road Bridge and a point approx 105m east of Station Approach Bridge, South Ruislip. The proposed works are predominantly on the northern embankment and two bridges, one of which is a disused underbridge which needs infilling and the other spanning Civic Way, which requires rebuilding.

Queensmead Sports centre and the Brook Retail Park are located immediately to the north west of the site, with industrial properties and the Victoria and Ruislip Reatil parks to the north. Residential properties in Rabournmead Close are located to the south east of the existing Chiltern Down Main line, with Hillingdon Waste Transfer Station located between the existing Chiltern Up and Down Main Marylbourne lines. The London Underground Central line is located to the south west of the site, with further residential properties and Northolt Areodrome to the west. To the south of the Central line is open grazing land. The Waste Transfer Station is accessed through Civic Way , a priivate road, off Victoria Road to the north.

3.2 Proposed Scheme

Chiltern Railways are planning enhancements along the railway line to improve rail services. The proposals are part of the 'Evergreen 3 Initiative' to upgrade the Chiltern line between London Marleybone and Banbury. Chiltern have a long 20yr franchise, so will carry out these infrastructure works, rather than Network Rail.

At Northolt Junction, which is to the east of South Ruislip Station, it is proposed to construct a new 'down line' parallel and next to the existing 'up line'. The line will be situated entirely on existing railway land to the north of the London Waste Depot, between a point approx. 20m west of the Field End Road Bridge and a point approx 105m east of Station Approach Bridge, South Ruislip. The maximum speed of trains on the new line will be 100 mph.

The purpose of the works is to allow westbound trains to avoid the severe speed restriction through the under-dive on the existing 'down line' and to allow faster trains to overtake slower ones. Once the works are complete, most westbound trains will be routed on the new line, with only local trains stopping at South Ruislip and West Ruislip Stations continuing to use the existing 'down line'.

The proposed works are predominantly on the northern embankment and two bridges, one of which is disused and need infilling and the other which required rebuilding.

The works will consist of:

i) Widening the existing embankment. The embankment is to be regraded, to allow for realignment and twin tracking, to enable both up and down main lines to run parallel at a

100 mph speed limit, instead of a 60 mph limit. The overall height and width at the foot of the embankment are not due to change.

- ii) Laying the new track to the north of the Waste Transfer Station
- iii) Replacing the single track bridge over Civic Way with a new double track structure.
- iv) Infilling the redundant underbridge
- v) Installing junctions at either end of the new line.
- vi) Stabilising the existing embankment using soil nails and gabion walls.
- vii) Other ancillary and incidental works.

The existing arched culvert over the Yeading Brook will remain as it is.

Subject to planning permission, Chiltern Railways propose to complete the works between May 2010 and December 2010.

The track realignment works on the down loop and Paddington Line are to be carried out under existing permitted development rights.

Most of the construction work will take place during the day, with some nighttime work. Vegetation clearance has already commenced in compliance with existing legislation, in order to avoid the bird nesting season. A landscape restoration scheme is proposed, once the works are completed.

Train services will continue to operate throughout the construction period, with the exception of a one week disruption period, in order to allow for the bridge and rail junction works. The reconstruction of the Civic Way bridge will also entail the closure of Civic Way for a 38 hour period on one weekend. Other roads will remain unaffected.

The Chiltern project is not connected with the government's proposal for a new high speed railway between London and the West Midlands. The proposal is to enable quicker journey times for existing railway trains using standard railway tracks. The proposals do not in any way facilitate a 'high speed' railway network.

The application is supported by a number of reports that assess the impact of the proposal. A summary and some key conclusions from these reports are provided below:

Planning Statement

The statement describes the development and provides a policy context and planning assessment for the proposal.

Design and Access Statement

This report outlines the context for the development and provides a justification for the design, scale, landscaping, appearance and access for the proposed development.

Ecological Impact Assessment Report

The report summarises and assesses the results of a desk study, Phase 1 and protected Species survey and Bat survey. The site supports nesting birds and is assumed to support a low population of slow worms. No evidence to suggest that badgers, bats or great crested newts would be encountered during the works or that their places of shelter would be affected. The works would result in the temporary loss of 4.6 Ha and permanent loss of 0.7 Ha of habitat. However mitigation and compensation measures are proposed. The report concludes that taking mitigation proposals into account, the development would not result in a significant impact on features of ecological value.

Noise Assessment

The report provides a detailed assessment of the likely noise and vibration impacts relating to the construction and operational phases of the development. For operational impacts the assessment concludes that these will be predominantly neutral in the housing around Central Avenue with some perceptible increases for properties set further back. There will be mainly perceptible noise increases around Rabournmead Drive, with some minor and isolated moderate increases. For the construction phase, significant impacts during the day will be limited to a small number of activities, whilst night time activities will give rise to some short term impacts at local receivers.

Noise Assessment Technical Note

This addendum provides further technical information on the noise surveys and predicted noise levels both during the construction and operational phases.

Contaminated Land Assessment

The assessment summarises the results of a ground investigation and concludes that no significant contamination sources have been identified. Risks to controlled waters are minimal. Possible risks to construction workers can be mitigated through adherence to relevant Health and Safety Legislation. Mitigation measures would control dust nuisance and measures put in place to deal with unforeseen contamination.

Transport Statement

The Report assesses the impacts of temporary construction traffic and details temporary traffic management measures. The assessment concludes that the volume of construction traffic generated would not be significant and can be accommodated on the surrounding traffic network.

Air Quality Assessment (February 2010)

The report assesses the baseline air pollutant concentrations in relation to air quality criteria; the potential effects from dust during construction; potential effects on air quality from construction vehicles and rail movements. The report concludes that concentrations of nitrogen dioxide and particulates are unlikely to exceed Air Quality Strategy Objectives in the immediate area and that with appropriate mitigation, there is likely to be negligible impact from dust raising activities during construction. In addition the effect on air quality as a result of changes to road traffic flow and rail alignment will be negligible for pollutants.

Aboriginal Report

This report outlines the findings of a Tree survey and contains a tree constraints plan, tree removal plan and tree protection plan. The tree report confirms that the existing trees and under-storey layer that flank the railway represent a linear feature that will provide connectivity for wildlife to surrounding habitats, such as private gardens, and surrounding recreation grounds. The vegetation along the railway is described as being of moderate amenity value although it provides an intermittent visual buffering effect from the railway to the surrounding area.

Landscape and Visual Impact Assessment

This report is an assessment of landscape/townscape and visual impacts associated with work necessary to widen the earthworks sufficiently to accommodate the revised track alignment.

Flood Risk Assessment

The proposed works lie within Flood Zones 2 and 3 (medium and high risk of flooding as

defined by PPS25). Assessments have been made regarding the effects of the proposed development on flood storage volumes and potential effects on adjacent areas. Assessments of other sources of flood risk including ground water, surface water drainage, rainfall run-off, sustainable drainage and artificial water bodies have also been conducted.

Flood Risk Assessment Addendum (April 2010)
Details re-assessment of the floodplain compensation measures as a result of slight changes to the embankment design for structural stability improvements.

3.3 Relevant Planning History

Comment on Relevant Planning History

4. Planning Policies and Standards

London Plan Consolidation (February 2008): Policies 3A.3, 4B.1, 4B.2, 7.1 (Urban Design);, Chapter 4A,5.2 (Climate change and mitigation)

The Mayor's Biodiversity Strategy

Planning Policy Statement 1 (Delivering Sustainable Development)

Planning Policy Statement 9 (Biodiversity and Geological Conservation)

Planning Policy Statement 25 (Development and Flood Risk)

Planning Policy Guidance Note 13 (Transport)

Planning Policy Guidance Note 24 (Planning and Noise)

Hillingdon Design and Accessibility Statement (HDAS)

Council's Supplementary Planning Guidance Community Safety by Design

Council's Supplementary Planning Document: Planning Obligations Strategy

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.33 To promote the construction of new roads or the widening of existing roads only where they would: improve safety; promote pedestrian movement, cycling or public transport, or the improvement of the environment; reduce local congestion in a cost effective way; or are required to accommodate traffic likely to be generated by new development.

Part 2 Policies:

- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- 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
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
MIN18	Safeguarding of existing civic amenity and waste transfer sites

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd April 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. A total of 448 surrounding property owners/occupiers have been consulted. 18 letters of objection have been received from local residents. The issues raised are summarised below:

1. Concern over construction noise, over many months including works late at night, overnight and at weekends on residents that live close to the line.
2. Faster trains will result in increased operational noise.
3. Allowing the faster trains to overtake slower ones, would mean TWO trains passing by the rear of our properties at the same time, which is unacceptable.
4. Properties are closer to the track than 30 metres.
5. The effect of the "isolated moderate increases (5 to 10 dB change)" in noise levels for those households involved would be huge.
6. Concern over the amount of construction traffic, particularly at the morning peak hour, as congestion is already bad at this time.
7. Concern over vibration
8. The existing shrubbery on the embankment helps shield views of trains and block out noise. The removal of vegetation will affect views and affect privacy of gardens.
9. Increased air pollution.
10. Will affect property values (not a planning matter).
11. Object to high speed trains using this route (This application does not form part of the HS2 high speed rail link).

GREATER LONDON AUTHORITY

The above planning application, is referable under Category 2C 1 (e) {a surface railway}, of the Schedule to the Order 2008. The details of the application have been assessed and it is concluded that the proposal for track and junction improvements, including new railway line, embankment works and bridge widening does not raise any strategic planning issues. The GLA and TfL support the scheme, as it forms part of a strategic transport scheme that will deliver faster journeys and increased frequencies on the Chiltern line. The embankment is part of a site of interest for nature conservation. However, as this is of borough significance, any impacts can be assessed locally.

Therefore, under article 5(2) of the above Order, the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

LONDON UNDERGROUND

London Underground has no comment to make on this planning application.

NETWORK RAIL

Network Rail support Chiltern Railway Company's planning application for the proposed track doubling and embankment work at Northolt Junction.

The proposed works are part of a larger programme of works known as 'Evergreen 3.' Network Rail has been working along side Chiltern to facilitate objectives of the Evergreen 3 project, in order to improve the services between London Marleybone, High Wycombe, Banbury and Birmingham.

Chiltern is proposing to construct an additional line at Northolt Junction to enable trains to increase their speed on this particular stretch of line from Marleybone to Aylesbury.

the work at Northolt underpins much of the work proposed as part of the wider project and will see significant improvements to journey times and services operated by Chiltern Railways. Network Rail will continue to work with train operating companies to invest in the rail network and improve the quality and efficiency of the train service.

ENVIRONMENT AGENCY

In the absence of an acceptable Flood Risk Assessment (FRA) we object to the grant of planning permission and recommend refusal on this basis for the following reason:

The FRA submitted with this application does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS 25). The submitted FRA does not therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the submitted FRA fails to:

1. be supported by appropriate data and information to demonstrate that appropriate floodplain storage compensation can be provided on a volume for volume, level for level basis.
2. consider the risk of flooding arising from the development.

The applicant has stated that detailed cross sections for the proposed floodplain mitigation ditch will be sent as soon as possible. On receipt of these drawings we may be in the position to remove our objection.

If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us as advised in PPS25 paragraph 26.

LONDON BOROUGH OF EALING - No response

LONDON BOROUGH OF HARROW - No response

DEFENSE ESTATES SAFEGUARDING

We can confirm that the Ministry of Defence has no safeguarding objections to this proposal.

MOD SAFEGUARDING RAF NORTHOLT - No response.

CROSSRAIL

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shenfield and Abbey Wood in the east using existing Network Rail tracks and new tunnels under Central London.

The Crossrail Bill which was introduced into Parliament by the Secretary of State for Transport in February 2005 was enacted as the Crossrail Act on the 22nd July 2008. The first stage of Crossrail preparatory construction works began early in 2009. Main construction works are scheduled to start in 2010 with services opening in 2017/18.

Crossrail Limited administers a Direction issued by the Department for Transport on 24 January 2008 for the safeguarding of the proposed alignment of Crossrail.

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

NATURAL ENGLAND

Effects on Victoria Road Railway Banks SINC

As noted in the Ecological Impact Assessment Report, this development will result in the temporary loss of 27% of the SINC and permanent loss of 3.6%.

We note that the applicant has discussed the approach to habitat restoration with Hillingdon's sustainability officer which is welcomed. However, it would appear from the conclusions in the report that overall there will be an adverse effect on the SINC.

In line with London Plan policy 3D.14 you should ensure that overall the impacts on the SINC will be fully mitigated at the very least, and that preferably the SINC will be enhanced. We recommend that you request further enhancement measures from the applicant which, overall, would lead to an improvement in the nature conservation value of the SINC. This could include enhancements to the area that won't be affected by the works.

Reptiles

In relation to reptiles, the report identifies that there is suitable reptile habitat on the site but no reptile surveys have been undertaken. The report states that a precautionary approach will be taken, assuming that the site supports a low population of reptiles. It also states that if reptiles are found, they will need to be moved to alternative habitat and that suitable habitat is present within the area of embankments within Chilterns control.

In order to establish the presence or absence of reptiles, along with population significance and extent, we recommend that reptile surveys are undertaken. Based on the information available it is

not possible to establish whether and to what extent reptiles will be affected by the proposals. Additionally, translocation should be used as a last resort and the site to which reptiles will be translocated will also need to be surveyed to assess its suitability.

Lighting

We have not seen details of lighting proposals. You should ensure through the use of a planning condition that lighting is designed so that it is directed away from the SINC and that a dark corridor is maintained.

Ecological Mitigation and Management Plan

In order to ensure that the proposed mitigation and enhancement measures (along with additional ones which can be secured) are delivered, we recommend that the applicant produces an Ecological Mitigation and Management Plan (EMMP) as a condition to the development. This should be used as a mechanism for formalising and delivering the measures and should include details of how they will be monitored, managed and funded in the future.

Internal Consultees

POLICY AND ENVIRONMENTAL PLANNING

Background: Comments required in relation to Ecological Impact Assessment Report dated February 2010

Recommendations:

This is a site of important nature conservation and this level of habitat loss would normally be opposed. However, this development is for important infrastructure improvements and we therefore accept the short term loss subject to suitable compensation and mitigation. Policy 3D.14 of the London Plan States:

'Where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature conservation value of the site, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. Where, exceptionally, development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, appropriate compensation should be sought.'

The submitted ecological report satisfactorily sets out the value and status of the site prior to vegetation clearance, but it does not suitably detail the mitigation proposals. The report does include an appropriate broad strategy, but this needs to be detailed in plan form with supporting text before commencement of development.

A condition should be attached to any subsequent approval, requiring the submission of an ecological restoration scheme, which should incorporate a planting strategy for the site, alongside measures for wildlife enhancement. The scheme should incorporate all the recommendations of the Ecological Impact Assessment Report dated February 2010, along with additional measures for habitat enhancement. The scheme should include a plan clearly showing the areas and types of planting and where habitat enhancements measures will be located. The scheme should also make best use of the drainage channels required for flood risk mitigation. The development should proceed in accordance with the approved scheme.

ENVIRONMENTAL PROTECTION UNIT

Noise and Vibration

The Environmental Protection Unit has considered the noise report dated February 2010 prepared by Atkins. The report contains an assessment of noise and vibration impacts arising from improvement works which Chiltern railways intend to have carried out at Northolt Junction. The assessment of noise and vibration impacts covers both construction of the improvement works and subsequent railway operation. The improvement works comprise modifications to the embankment and construction of an additional Down Main line adjacent to and parallel to the existing Down Main line. The completed works will enable Main line speeds to increase from 60 mph (96 kph) to 100 mph (160 kph).

Operational noise

The report contains an assessment of operational noise using Baseline, Do-Minimum and Do-Something scenarios. Baseline represents the current situation taking account of existing train types, flows and speeds. Do-Minimum represents the future scenario without any significant changes to Northolt Junction, although there would be changes in train types, increased train flows and increased speeds (up to 100mph) on the existing Up Main line. Do-Something represents the future scenario with the scheme in operation. The train flows for the Do-Something scenario would be the same as for the Do-Minimum scenario, but trains speeds on the new Down Main line would increase (up to 100mph). Train flows and speeds on the Up Main line would be unchanged from the Do-Minimum scenario.

The assessment of operational noise focuses on the changes in noise levels in future between the Do-Minimum scenario and the Do-Something scenario which does not include any increase or decrease in train movements overall. The main operational noise impacts arise from noise reductions caused by the movement of a large proportion of the railway traffic onto the new Down Main line away from receivers currently close to the existing Down Main line, noise increases caused by increased speeds on the newly constructed Down Main line and noise changes produced by differences in sound propagation (e.g. noise screening and reflection) caused by the construction of the new Down Main line.

Train flows over the 18-hour period (0600-2400) are given in Table B1 of the noise report. Total train flows over the 18-hour period, excluding London Underground trains on the adjacent Central Line, are 250 for the Baseline scenario and 304 for both the Do-Minimum and Do-Something scenarios. Train flows on the Central Line are given as 312 for each of the Baseline, Do-minimum and Do-something scenarios.

Table 4.1 of the noise report gives daytime rail traffic LAeq,18hr (0600-2400) facade noise levels at the ground floor of residential receivers grouped into three areas: Great Central Avenue together with areas to south west of site; Rabournead Drive together with areas to east and south east; and Somervell Road together with areas to the north. Noise impacts are assessed by noise changes in these daytime noise levels from the Do-Minimum scenario to the Do-Something scenario.

For residential properties in the Great Central Avenue area, noise impacts are predicted to be predominantly neutral (i.e. less than 1 dB change). No minor (3 to 5 dB change) or moderate (5 to 10 dB change) increases are predicted in this area. For residential properties in the Rabournead Drive area, noise impacts are predicted to be typically neutral or perceptible increases (1 to 3 dB change). Properties further back from the railway are predicted to experience some minor increases and there are isolated moderate increases. For residential properties in the Somervell Road area, noise impacts are predicted to be typically perceptible to minor.

The predictions of operational noise levels in the noise report are solely in terms of daytime LAeq, 18hr noise levels (0600-2400). EPU queried the absence of predictions of night-time LAeq, 6hr noise levels (2400-0600). Atkins have replied that it is expected that there will not be any changes in night-time train movements (2400-0600) and therefore it is considered that there will be no

change in the LAeq, 6hr noise levels. EPU assumes that this statement relates to the Do-Something scenario compared with the Do-Minimum scenario.

EPU has also queried the absence of any predictions of maximum noise levels as expressed by LAmax noise levels during pass-by of individual trains. In response, Atkins have provided additional information on LAmax noise levels. This information states that typical train pass-by on the existing Down line was measured at 67 dB LAmax at a separation distance of 50m. Increases in train speeds with the scheme from 60 mph to 100 mph are predicted to increase this to 74dB LAmax, again at the separation distance of 50m. It is reported that the maximum noise levels measured during the ambient noise survey were in the range 70 to 81 dB LAmax, and frequently exceeded 74dB LAmax. It is stated that the highest maximum noise levels observed were from aircraft landing and taking off (presumably at RAF Northolt) resulting in noise levels of around 81 dB LAmax. On the basis of this, Atkins claim that increased train speeds will not give rise to higher maximum noise levels than currently experienced in the area. Atkins point out that where movement in the alignment of the new Down Main line away from residential properties is greatest, it is likely that any increases in the maximum noise levels would be wholly offset by the increased separation distance.

The LAmax noise levels quoted by Atkins apply at a separation distance of 50m. I have noted that some residential properties on Rabournmead Drive are nearer than 50m from the nearest existing rail track. Nevertheless, those properties would be around this separation distance from the new Down Main line since the new line is further from the properties.

It is stated that the track and railway vehicles will be maintained to a high standard in order to minimise increases in operational noise levels. Noise barriers have been ruled out due to considerations relating to track safety and visual impact.

Table 4.1 of the noise report summarises operational daytime LAeq,18h facade noise levels for ground floor at selected residential receivers.

Increases in noise levels from Baseline to Do-Minimum scenarios range from zero dB to 5.9 dB. These increases are the result of increases in train flows and train speeds which will occur in future even without the proposed scheme. This shows that there would be perceptible increases in operational railway noise at some receivers even without the proposed scheme.

Increases in noise levels from Do-Minimum to Do-Something scenarios range from 0.9 dB to 6.1 dB. This shows that at some receivers there would be perceptible increases in operational noise comparing the future scenarios with and without the proposed scheme. However, the operational noise levels in Table 4.1 with the scheme are all well below the level of 68 dB LAeq,18h (facade) used as the daytime qualifying level for sound insulation under the Noise Insulation (Railways and Other Guided Transport Systems) (Amendment) Regulations 1998. Furthermore, the railway operational LAeq,T noise levels are in many cases comparable to, or not significantly above, measured existing ambient LAeq,T noise levels. Although Table 4.1 gives only noise levels at ground floor level, consideration of report Appendix C shows that similar conclusions would apply for higher floors. The additional assessment of LAmax noise levels is claimed to show that the proposed scheme would not give rise to higher maximum noise levels than currently experienced in the area.

While it is clear that the proposed scheme will lead to perceptible increases in operational noise at some residential receivers, I suggest that the forms of assessment mentioned above show that operational railway noise levels do not justify refusal of the present application.

Operational vibration

The report contains the results of vibration measurements produced by passing railway vehicles.

Vibration was measured at a location around 15m from the existing Down Main line and near residential properties in Rabournmead Drive. The vibration measurements were made in terms of peak particle velocity (PPV) and Vibration Dose Values (VDV). The measured VDV vibration levels were assessed using BS6472 which gives guidance on VDV values likely to result in various probabilities of adverse comment within residential buildings. The measured PPV values were compared with criteria given in BS5228 for structural damage. The measured vibration levels at 15m from the existing Down Main line were below the level indicating a low probability of adverse comment, and below the level associated with structural damage. It was therefore concluded that existing vibration levels are negligible at the nearest residential properties in Rabournmead Drive situated at 30m from the existing Down Main line.

The report points out that provision of the new Down Main line will move the source of vibration further away from the residential properties. The report claims that vibration impacts from railway traffic will remain negligible at residential properties, even though average train speeds will increase.

Construction noise

The report summarises the main tasks of the proposed construction work as follows: (i) demolition and reconstruction of existing Civic Way Bridge, (ii) Embankment work, and (iii) new track construction. It appears that the construction works are scheduled to last for around 34 weeks, spread over a total of around 43 weeks.

The report contains an assessment of construction noise based on the method in BS5228. This involves measuring existing ambient noise levels during day and night periods, which are then used to set threshold noise levels based on the guidance in BS5228. Where predicted noise levels including construction noise exceed the applicable threshold level an impact is deemed to occur.

Construction noise levels are predicted as LAeq,1h noise levels at four residential receives (128 and 246 Rabournmead Drive, and 17 and 105 Great Central Avenue). The construction noise impacts are summarised as follows:

(i) Reconstruction work on Civic Way under bridge, especially the demolition of the bridge occurring during the night, is predicted to result in significant impacts. Construction noise levels of up to 58 dB LAeq,1h night-time are predicted. However, it is predicted that this phase of the work should not take more than one night.

(ii) Embankment construction work would mainly be carried out during the daytime and would cause significant impacts only when the works are being carried out at the nearest position to residential properties. Construction daytime noise levels of up to 82 dB LAeq,1h (worst case) and 60 dB LAeq,1h (typical case) are predicted. Works would be carried out at a greater distance from the receiver for most of the time.

(iii) For track construction work, it is predicted that significant impacts are likely during delivery/removal of rails, welding and tamping when close to a given receiver. Some of this work will be at night when there will be significant impacts. Construction night-time noise levels of up to 72 dB LAeq,1h (worst case) and 52 dB LAeq,1h (typical case) are predicted. However, these works will be transitory in nature and the impact to the nearby residents should be of a short-term and temporary nature.

Construction vibration

The report states that piling work will be carried out during the Civic Way underbridge reconstruction work. The piling work will be carried out using auger piling with the piles being formed by reinforced concrete. There is little vibration with this method of piling. The nearest receivers to the piling activities are the shops and offices in the retail and industrial park situated approximately 70m from piling activities. The report claims that vibration from piling works is likely to be imperceptible at this distance. Also, vibration levels at residential properties are predicted to be well below those that risk structural damage.

Construction traffic

The report suggests routing of construction vehicles arriving and leaving the site as: A40 Western Avenue, A4180 West End Road, Station Approach, Victoria Road. From Victoria Road, construction vehicles will then access the construction sites using Civic Way, Field End Road and Bradfield Road. The report contains predicted increases in LA10,18h road traffic noise levels due to construction vehicles. It is predicted that noise increases will be 1.5 dB on an average construction day and 2.5 dB during peak days of construction works. The report claims these noise increases are negligible to minor.

Summary

On the basis of the above discussion of the noise report and supplementary information provided by Atkins, I believe that noise and vibration from operation associated with the improvement works should not be regarded as a reason for refusal of the application.

Similarly, noise and vibration arising from demolition and construction work should not be regarded as a reason for refusal. The report states that best practicable means will be used in all working practices in order to minimise noise and vibration impacts from demolition and construction works. In addition, temporary noise screens are to be used to minimise noise impacts. Local residents are to be kept fully informed in advance of noisy works, and an emergency contact number will be provided so that complaints can be lodged. In order to ensure that all such measures are taken to minimise disturbance from demolition and construction, I recommend the following condition and informative.

Condition

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 OE1 of the Hillingdon Unitary Development Plan.

The standard Nuisance from demolition and construction work informative should be attached to any subsequent permission.

Subject to imposition of the condition and informative as above, EPU raises no objection to the application on noise grounds.

Air Quality

The following information submitted with the application was reviewed for air quality:

· Revised Railway Track Layout: Northolt Junction, Air Quality Assessment, February 2010 by Atkins for the Chiltern Railway Company Ltd

The following information submitted with the application was reviewed for land contamination:

· Revised Railway Track Layout: Northolt Junction, Contamination Assessment, February 2010 by Atkins for the Chiltern Railway Company Ltd.

The proposed development is located on the boundary of the declared AQMA near areas that currently exceed (inside the AQMA) and don't exceed (outside the AQMA) the European Union limit value for annual mean nitrogen dioxide. The air quality assessment has not determined the contributions to air pollution from the following as they were not considered to have a significant impact during the screening assessment:

- Construction traffic during the development phase (as anticipated vehicle movements are below the criteria set out by the DMRB where estimation of the contribution of the additional traffic would be required);
- The use of temporary traffic lights and slower speed limit onto the site; and
- The use of diesel locomotives at the site (as this is ongoing, contributions from the railway is low overall and the new line will be set further away from the existing residential receptors).

Construction Phase

The risk from the construction phase of the development was determined to be medium risk (without mitigation) as although the site was large enough to be high risk, there were thought to be no sensitive receptors in direct proximity to the site. The site is also apparently located in an area where PM10 is not recorded to be exceeded. The southeastern and southwestern part of the site boundary appears to be less than 50 metres from residential properties on Roubornmead Drive and Great Central Avenue, respectively, at the nearest stretch. There are also residential properties located adjacent to the northeastern corner of the development site.

The report states that the Council clarify mitigation requirements when determining the planning application. References were made to the GLA Best Practice guide in the assessment along with a list of mitigation measures to reduce the dust levels and the tracking of dust in the report. This best practice guidance should be followed to mitigate dust generating works, such as ensuring stockpiled material and especially material that can generate dust, including contaminated dust, are kept well away from areas that can impact residential and other sensitive receptors.

Appropriate mitigation measures also need to be taken to prevent the transport of dust off site to sensitive receptors, be it into a residential area or near a school. The contact details of a person in charge at the site should be provided to the Council, should we receive any complaints from residents. Adequate consideration should also be given to dust monitoring at the boundary of the site in areas where impacts to residents and other sensitive receptors are possible.

A condition requiring a management scheme whose purpose shall be to control and minimise emissions of pollutants from and attributable to the earthworks, demolition and/or construction phases of the development is recommended. This is because dust, including contaminated dust and other air pollution from earthworks, demolition and construction can impact greatly on the health and quality of life of people working on and living close to these sites if they are badly managed.

Land Contamination

The land contamination assessment seemed to have missed the Sainsbury's petrol station under 50 metres away to the north of the development area, when reviewing industrial land uses. However, the possibility of contaminated material at the site was noted, and specifically potential risk to workers on site from contamination. A suitable condition in relation to protecting workers may be advisable.

Although the limited investigation did not identify any significant contamination at the site, contamination potentially remains an issue on railway land. It is recommended a watching brief be kept as part of works on site. A condition for contingencies for dealing with unexpected

contamination at the site is therefore recommended. The reason is to ensure that contaminated materials are managed and dealt with appropriately at the development and disposed of in a responsible manner in order to protect surrounding amenities and controlled waters.

The report also indicates infilling of redundant structures may be required, and materials will need to be imported with regard to the construction of the track. It also suggests site material will be reused wherever possible. It is suggested that a condition to minimise the risk of contaminated materials being brought onto or used at the site for the above purposes is imposed. Note: The Environmental Protection Unit (EPU) and the Environment Agency (EA) must be consulted for their advice when using this condition.

The Environment Agency need to be consulted for their comments regarding controlled water issues and the reuse of materials on site.

TREE AND LANDSCAPE OFFICER

The Landscape & Visual Assessment

This report is an assessment of landscape/townscape and visual impacts associated with work necessary to widen the earthworks sufficiently to accommodate the revised track alignment. The report describes the methodology, baseline landscape/townscape conditions, baseline visual amenity conditions, mitigation measures and an assessment of the environmental effects. At 6.1.1 the report confirms that the development will require the removal of 53,711m² of vegetation, including grassland, ruderal trees and scrub. Further details of tree loss are provided in the Tree Report.

The Arboricultural Report

The tree report confirms (at 2.2) that the existing trees and under-storey layer that flank the railway represent a linear feature that will provide connectivity for wildlife to surrounding habitats, such as private gardens and surrounding recreation grounds. At 2.3 the vegetation along the railway is described as being of moderate amenity value although it provides an intermittent visual buffering effect from the railway to the surrounding area.

The report surveyed 70 No. individual mature trees and tree groups, of which the dominant species was Hawthorn. Other mature specimens included Oak, Ash, Birch and Cherry, with recorded/occasional Sycamore, Whitebeam, Cherry, Scots Pine, Goat Willow and Apple (see 5.2). There were no trees meriting an A rating (good). 24No. trees were categorised as B (fair quality and value/worthy of retention on a development site), 7No. were rated R justifying removal in the interests of sound arboricultural management and the remainder were considered to be C rated poor and not necessarily a constraint on development but, nevertheless, worthy of retention if practicable. Much of the site was covered in scrub, comprised of Blackthorn and Hawthorn, with a mix of younger, predominantly self sets.

THE PROPOSAL

The works proposed are track and junction improvements at Northolt Junction, which will include the re-grading of embankments, track re-alignment, infilling of a disused underbridge and the redevelopment of an existing underbridge.

In chapter 7 of the Landscape & Visual Assessment, the report acknowledges that the proposed development will result in the clearance of ruderal vegetation on both the northern and southern embankments in order to re-grade and stabilise the slopes within the original footprint. It concludes that the proposed new tree and shrub planting will restore some of the lost screening functions of vegetation within the railway corridor which will result in a neutral effect on most visual impact receptors with the exception of the view from the Waste Transfer Station which will not be completely screened and will result in a slight adverse effect at Design Year.

The Tree Report includes a Tree Constraints Plan (chapter 6), an Arboricultural Implications Assessment (ch. 7), an Arboricultural Method Statement (ch.8) with appendices (A) explaining the key to the survey and (B) showing Tree Protection & Methods of Working. Plans are provided at Appendix C showing a Tree Constraints Plan, a Tree Clearance Plan (affecting trees in the central and eastern section) and a Tree Protection Plan (restricted to the trees at the western end of the site. Much of the embankment has already been cleared in preparation for the operational improvements to the line, notably within the central and eastern section. This was timed to avoid the bird- nesting season.

KEY LANDSCAPE ISSUES

The submission includes a Landscape & Visual Assessment.

- The baseline visual receptors with the highest sensitivity to change include occupiers of residential properties at Great Central Avenue, Rabournmead Drive, Arnold Road and Greenacre Close (see 4.1). However, the Visual Amenity Effects summary (6.2) indicates that the significance of the effects will be neutral. Landscape proposals should seek to mitigate any adverse visual impacts.
- Proposed landscape mitigation includes creating a band of species-rich neutral grassland closest to the tracks on the northern embankment, with diverse scrub and scattered trees at the toe of the embankment. On the southern side of the embankment a band of species-rich neutral grassland will be sown closest to the tracks, with a further band alongside the new retaining wall. There will be an intermittent band of scrub and small trees. The treatment of the south-facing slopes is intended to create a habitat mosaic, or brownfield habitat.

The submission includes a full Arboricultural Report

- Pre-emptive and necessary clearance work has already taken place, in order to avoid the nesting season.
- Approximately 28No. individual trees and groups will be retained and tree protection during construction has been specified.
- Indicative replanting of young trees and shrubs has been specified (chapter 8.) The species mix and locations will need to be reviewed and, possibly, refined in order to co-ordinate with the ecological objectives for the site (see below) and the take into account the need for visual screening (see above).

The ecological report concludes (chapter 7) that:

- Habitat clearance has been kept to a minimum to enable the planned work and has been implemented outside the breeding season.
- Landscape re-instatement will include replanting with native species-rich grassland, scrub and trees, including the creation of brownfield habitat patches which will allow for natural regeneration.
- Working practices will be followed to minimise risks to individual reptiles and, as a precaution, great crested newts.
- At chapter 6.2 the report notes that final checks will be made to ascertain whether Japanese Knotweed is present on site. If so, the area of Japanese Knotweed should be managed according to the Environment Agency publication 'Managing Japanese Knotweed on Development Sites - The Knotweed Code of Practice.'

RECOMMENDATION

If you are minded to approve this application I have no objection subject to safeguarding the above ecological and landscape objectives including conditions TL5, TL6, TL7 and TL21.

HIGHWAY ENGINEER

The main highways impact of the proposals is considered to be the construction traffic. Average construction vehicles are suggested to be 40 HGV/day (4 per hour) and 30 Cars/Vans per day (3

per hour). During the peak construction works the construction vehicles are suggested to be 80 HGV/day (16 between 7am-8am) and 30 Cars/Vans per day (10 between 7am-8am). The two way traffic could be up to double the numbers above. The first delivery/construction vehicles in the morning are proposed to arrive at the site between 7am and 8am to avoid the morning peak traffic period. No information has been provided regarding the vehicles exiting schedule.

The routing of the construction vehicles arriving and leaving the site is proposed as A40 Western Avenue, A4180 West End Road, Station Approach, Victoria Road. Civic Way access will be used to access the compound, bridge and embankment and Field End Road/Bradfield Road would be used to access the embankment.

A 120T mobile crane is proposed to be used. The above route is not suitable for this vehicle due to a low bridge on Station Approach. The alternative route for these vehicles is proposed as A40 Western Avenue, A312 Mandeville Road, Eastcote Lane, Victoria Road.

The construction route is congested and traffic sensitive during peak morning and evening hours. A suitable condition should therefore be attached restricting any delivery/construction vehicle movements in and out of the site between 8am-9.30am and 4pm-7pm.

The applicant should provide sizes including height of the HGVs and swept paths for the largest vehicles between junction of West End Road/Station Approach and the site, and junction of Mandeville Road/Eastcote Lane and the site.

The construction route includes public highways and private streets; the applicant should be advised through an informative attached to any permission that the condition of the roads on the construction route at the end of development should at least commensurate with that which existed prior to commencement of the development.

The applicant should also be advised that before any works connected with the proposed development are undertaken through using the private streets and/or within the limits of the private streets, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which the private streets are laid out.

An additional informative should be applied advising the applicant to make the necessary arrangements with any businesses being affected due to the proposed works.

A suitable condition should be applied requiring the applicant to submit a detailed construction and delivery management plan to be agreed with the LPA before commencing any works on site.

Subject to the above issues being covered through suitable conditions and informatives, no objection is raised on the highways aspect of the proposals.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is already a functional railway embankment and for operational reasons the proposed improvements to rail services, involving upgrading existing railway infrastructure need to be undertaken at this location. The proposed works, apart from the replacement bridge at Civic Way, are all within railway land. there are therefore no objections in principle to the proposals.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

There are no airport safeguarding objections to this proposal.

7.05 Impact on the green belt

There are no Green Belt issues related to this application.

7.06 Environmental Impact

ENVIRONMENTAL IMPACT ASSESSMENT

The development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. Circular 02/99 gives indicative thresholds for where an Environmental Impact Assessment (EIA) is likely to be required for Schedule 2 development. For the development of railways, it suggests that the laying of track over 2km is likely to require an EIA. This development site is currently an active railway, and the new track to be laid is to double up an existing route to allow for faster trains. The site already has an existing rail related infrastructure and the new track is less than 2km in length. It is therefore below the indicative threshold of circular 02/99.

A significant impact is likely to be on nature conservation. The existing embankments provide an ideal habitat for a variety of species of flora and fauna and has been designated as a site of Borough Grade II importance. This means the proposals will have more than local importance. However, this is a lower value nature conservation site and on its own the impacts from the development will not invoke a requirement for an EIA.

In addition to the conservation impacts, the development could have an impact on flood risk. It is proposed to offset any issues by commonly accepted mitigation measures and is therefore not considered to be a significant effect. The increased noise from additional train fast train movements will not be of more than local importance.

The Council carried out a formal screening opinion in December 2009 and determined that the proposals are unlikely to have a significant effect in the context of the EIA regulations. However, the impacts noted above would require further assessment.

CONTAMINATED LAND

A Contaminated Land Assessment has been submitted as part of this application. The assessment summarises the results of a ground investigation and concludes that the risks to controlled waters are minimal. While no significant contamination sources have been identified, the possibility of contaminated material at the site was noted, and specifically potential risk to workers on site from contamination. The Contaminated Land Assessment states that possible risks to construction workers can be mitigated through adherence to relevant Health and Safety Legislation.

The Environmental Protection Unit notes that although the limited investigation did not identify any significant contamination at the site, contamination potentially remains an issue on railway land. The Unit therefore recommends a watching brief be kept as part of works on site and that a contaminated land condition for contingencies to deal with unexpected contamination be attached to any permission. This is to ensure that contaminated materials are managed and dealt with appropriately at the development, and disposed of in a responsible manner, in order to protect surrounding amenities, construction workers and controlled waters.

The report also indicates infilling of redundant structures may be required, and materials

will also need to be imported with regard to the construction of the track. Although the application suggests that site won material will be reused wherever possible, the Environmental Protection Unit recommends a condition to minimise the risk of contaminated materials being brought onto or used at the site for the above purposes. This is to ensure that contaminated materials are not brought onto and used at the development, thereby ensuring that the amount of contaminated land in the borough is not increased, or potentially impacting surrounding amenities and controlled waters.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the UDP attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

A landscape and Visual Assessment has been submitted with this application. The report provides an assessment of landscape/townscape and visual impacts. The Assessment considers the baseline visual receptors with the highest sensitivity to change include occupiers of residential properties at Great Central Avenue, Rabournmead Drive, Arnold Road and Greenacre Close. However, the assessment concludes that the significance of the effects will be neutral. Landscape proposals would seek to mitigate any adverse visual impacts.

The report concludes that the replacement bridge over Civic Way, although wider than the existing bridge, will not constitute an inappropriate development in the townscape. Although the development will result in the clearance of ruderal vegetation from the embankment slopes, mitigation tree and shrub planting will restore some of the screening and townscape functions of the vegetation in the railway corridor. Over time, as the replacement planting matures there will be a neutral effect on most visual impact receptors and on townscape character. However the view from the waste Transfer Facility will not be completely screened, resulting in a slight adverse effect.

In conclusion, it is considered that the layout siting and scale of the development is compatible with surrounding townscape and would respect the established character of the area, in compliance with Policies BE13, BE19 and BE38 of the Unitary Development Plan Saved Policies (September 2007).

7.08 Impact on neighbours

The proposed works would be approximately 50 metres away from the nearest residential properties. Issues relating to the loss of existing vegetation, replacement planting along the embankment to restore the screening function, have been dealt with elsewhere in the report. The proposed embankment works would take place entirely within railway land, no higher than the existing embankment and within the same footprint. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the UDP saved policies September 2007. Similarly, it is not considered that there would be a material loss of privacy, daylight or sunlight to neighbouring properties, as the proposed works would be sited a sufficient distance away from adjoining properties. The proposal is therefore considered to be consistent with the aims of Policies BE20 and BE24 of the UDP saved policies September 2007 and relevant design guidance.

In terms of activity, the main impacts on surrounding residents as a result of the development during both the construction and operational phases are considered to be noise and vibration. These issues have been dealt with in detail at other sections of this report. Overall, it is not considered that proposed development would result in the occupiers of surrounding properties suffering any significant additional noise and disturbance or visual intrusion, in compliance with Policy OE1 of the UDP Saved Policies September 2007.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

A Transport Assessment has been submitted as part of the application dealing with access, traffic generation and public transport issues. Although the completed works themselves will not affect the local transport networks, the works will generate traffic during the construction phase. This will require temporary traffic management measures. At the peak of construction work, it is estimated that there will be 18 vehicles per hour of construction related traffic, of which 8 will be HGVs. The Highway Engineer considers that this volume of traffic is insignificant and can be accommodated on the surrounding road network.

The main construction route would be via the A40/west End Road/Station Approach/Victoria Road. From here, construction traffic would use either Civic Way to access the site compound, bridge and embankment, or Field End Road/Bradfield Road to access the embankment. A small number of vehicles will be unable to use the above route due to a low bridge at Station Approach. The alternative route will be A40/Mandeville Road/Eastcote Lane/Victoria Road. The Highway Engineer raises no objections to the proposed construction routes.

The main adverse affect on the local community will be during the reconstruction of the Civic Way bridge, which will require the closure of Civic Way for up to 38 hours one weekend (between Friday evening and early Sunday morning). This will affect the operation of the Waste Site for a temporary period. In addition, during the strengthening of the bridge abutments, which will take place over approximately 28 to 30 weeks, Civic Way under the railway bridge will be narrowed to one lane, with traffic controlled by shuttle working traffic signals. To mitigate potential traffic effects on Civic Way, two way working under the bridge could potentially be reinstated during the busy weekend period to allow free access to the Waste Transfer Station over the construction period.

It is therefore considered that subject to conditions, proposal would not have an adverse impact on traffic flows, congestion and traffic safety along Civic Way and the wider highway network, particularly during morning and evening peak periods, in compliance with Policy AM7 of the UDP.

Train services will largely be unaffected by the construction works and the main line trains will continue to serve local stations. However, a one week blockade will take place to enable the bridge and junction works to be completed, during which time replacement road services will be provided.

7.11 Urban design, access and security

Issues relating to urban design have been dealt with elsewhere in the report.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

TREES AND LANDSCAPE

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

An Arboricultural Report incorporating a tree survey, Ecological Impact Assessment Report and Landscape and Visual Impact Assessment have been submitted with this application. The Arboricultural Report confirms that the existing trees and under-storey layer that flank the railway represent a linear feature that will provide connectivity for wildlife to surrounding habitats, such as private gardens and surrounding recreation grounds. The vegetation along the railway is described as being of moderate amenity value, although it provides an intermittent visual buffering effect from the railway to the surrounding area. Much of the embankment has already been cleared in preparation for the operational improvements to the line, notably within the central and eastern section. This was timed to avoid the bird-nesting season.

The Arboricultural Report surveyed 70 individual mature trees and tree groups, of which the dominant species was Hawthorn. Other mature specimens included Oak, Ash, Birch and Cherry, with occasional Sycamore, Whitebeam, Cherry, Scots Pine, Goat Willow and Apple. There were no trees meriting an 'A' rating (good). 24 trees were categorised as 'B' (fair quality and value/worthy of retention on a development site), 7 were rated 'R', justifying removal in the interests of sound arboricultural management and the remainder were considered to be 'C' rated (poor and not necessarily a constraint on development but, nevertheless, worthy of retention if practicable). Much of the site was covered in scrub, comprised of Blackthorn and Hawthorn, with a mix of younger, predominantly self sets.

The report notes that pre-emptive and necessary clearance work of ruderal vegetation on both the northern and southern embankments required to re-grade and stabilise the slopes within the original footprint, has already taken place. The timing of these works are governed by the need to avoid the bird nesting season. Approximately 28 individual trees and groups will be retained and tree protection during construction has been specified. In addition, indicative replanting of young trees and shrubs has been specified. The species mix and locations will need to be reviewed and, possibly, refined in order to co-ordinate with the ecological objectives for the site and the take into account the need for visual screening.

The Landscape & Visual Assessment concludes that the proposed new tree and shrub planting will restore some of the lost screening functions of vegetation within the railway corridor, which will result in a neutral effect on most visual impact receptors, with the exception of the view from the Waste Transfer Station, which will not be completely screened and will result in a slight adverse effect.

Proposed landscape mitigation includes creating a band of species-rich neutral grassland closest to the tracks on the northern embankment, with diverse scrub and scattered trees at the toe of the embankment. On the southern side of the embankment, a band of species-rich neutral grassland will be sown closest to the tracks, with a further band alongside the new retaining wall. There will be an intermittent band of scrub and small trees. The treatment of the south-facing slopes is intended to create a habitat mosaic, or

brownfield habitat.

The Tree/Landscape Officer raises no objection to the proposal, subject to safeguarding the above ecological and landscape objectives. Subject to conditions requiring the submission of a detailed landscaping scheme (TL5), landscape implementation (TL6), landscape maintenance (TL7), method statement for tree protection (TL21), modified to take into account information already provided with the application, it is considered that the revised scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the UDP.

ECOLOGY

Saved Policies EC2, EC3 and EC5 relate to ecological considerations. Planning Policy Statement 9: Biodiversity and Geological Conservation aims to protect and enhance biodiversity. London Plan Policy 3D.14 states that where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature conservation value of the site and if that is not possible, to minimise such impact and seek mitigation of any residual impacts.

The majority of the site is designated as a site of Borough Grade II importance (Victoria Road Railway Banks SINC). The up and down embankment slopes support dense scrub/young woodland, which is dominated by hawthorn and blackthorn, with some sycamore, ash and elder. There is also a dense ground cover of ivy in some locations. The embankments also support dense bramble scrub and some tall ruderal vegetation. There is also a strip of poor grassland. A culvert carries the Yeading Brook under the railway embankment. The brook does not support any aquatic vegetation at this location. Nevertheless, the site as a whole provides extensive shelter likely to be utilised by birds, mammals, and a wide range of invertebrates and is considered to be of more than local importance.

An Ecological Impact Assessment Report has been submitted in support of this application. The report notes that the development will result in the temporary loss of 27% of the SINC and permanent loss of 3.6% and concludes that overall there will be an adverse effect on the SINC. Given the importance of this site to nature conservation, this level of habitat loss would normally be opposed. However, this development is for important infrastructure improvements and the short term loss of habitat is therefore accepted, subject to suitable compensation and mitigation. Natural England has not objected to the application, although they have requested that the impacts on the SINC be fully mitigated at the very least, and that preferably, the SINC should be enhanced, thereby leading to an improvement in the nature conservation value of the site.

In relation to protected and notable species, a Phase 1 and Protected Species Habitat Assessment was carried out in September 2009. In addition, a Bat Survey was undertaken in December 2009. The main results of the surveys are:

- The habitats have a high potential to support nesting birds,
- No evidence of badger setts or activity was recorded
- The habitat had low to negligible potential for roosting bats,
- The watercourse did not have any habitat suitable for water any protected species
- Negligible potential for great crested newts
- Low potential for reptiles and amphibians

In terms of potential impacts the report's findings are:

- The proposed works will result in the loss of scrub and young woodland which has a high potential for nesting birds, which would likely be disturbed during the period of works, through noise movement and lighting. However, this would only affect them for one breeding season.
- The works would not result in any direct or indirect impact on great crested newt habitats nor are impacts on badgers predicted.
- The report identifies that there is suitable reptile habitat on the site but no reptile surveys have been undertaken. The report states that a precautionary approach will be taken, assuming that the site supports a low population of reptiles. It also states that if reptiles are found, they will need to be moved to alternative habitat and that suitable habitat is present within the area of embankments within Chiltern's control.

In order to establish the presence or absence of reptiles, along with population significance and extent, Natural England initially recommended that reptile surveys were undertaken. This was because, based on the information available, it was not possible to establish whether and to what extent reptiles would be affected by the proposals. Additionally, Natural England advised that translocation should be used as a last resort and the site to which reptiles will be translocated would also need to be surveyed to assess its suitability.

The applicant submitted further information reiterating that overall, the potential of the embankment as a whole to support reptiles was assessed as low. The area of potentially suitable reptile habitat is limited to one area of rough grassland/ruderal mosaic on the north-facing embankment. The remainder of the embankments support mature scrub, isolating the suitable habitat from other potential reptile habitat. To the south, the area of suitable habitat is bounded by the railway, with mature scrub beyond. To the north is built development. Therefore, while the rough grassland/ruderal habitat has low/medium potential in itself, the likelihood that reptiles are present is reduced by its isolation.

A precautionary approach that would be taken to site clearance and would include the following:

- Ground disturbance will be undertaken during the season when reptiles are active (March/April to October depending on weather).
- When the bases of trees are to be removed this will be preceded by a hand search at its base and then the base will be gently pulled out of the ground with the use of an excavator. An ecologist would then check beneath the tree base for any reptiles or great crested newts as it is being removed by the excavator.
- The contractor will remove any surface debris (such as stones, branches, rotting wood) from the working area before works commence to remove refuges which reptiles and amphibians could use.
- If reptiles are found during clearance or works, they will need to be moved to suitable alternative habitat. Such habitat is present within the area of embankments under Chiltern's control.

After the works are completed, the new embankments on site will include better potential reptile habitat, with extensive areas of suitable habitat on the south-facing embankment and log piles. If reptiles are found, then moving them to land on adjacent embankments will mean that they can colonise the new habitat. If reptiles are not found then there is still potential for them to colonise the newly created habitat from other areas of the wider embankment network. Natural England has stated that based on this additional information and assessment, it is satisfied with this approach.

The proposed broad mitigation measures set out in the report include:

- Keeping habitat clearance to the minimum necessary for the works
- Replanting with native species-rich grassland, scrub and trees and creation of brownfield habitat patches
- Timing of the work to avoid harm to breeding wild birds and their occupied nests
- Working practices to minimise risks to individual reptiles and as a precaution, great crested newts
- Precautionary surveys to minimise the risk to badgers and bats if they were to colonise the site before the start of works.
- Final checks will be made to ascertain whether Japanese Knotweed is present on site. If so, the area of Japanese Knotweed should be managed according to the Environment Agency publication 'Managing Japanese Knotweed on Development Sites The Knotweed Code of Practice.'

Although the submitted ecological report satisfactorily sets out the value and status of the site prior to vegetation clearance and includes an appropriate broad mitigation strategy, it is not considered that the report suitably details the mitigation proposals, which need to be more precise. Natural England advise that in order to ensure that the proposed mitigation and enhancement measures are delivered, an Ecological Mitigation and Management Plan (EMMP) be submitted as a condition to the development. This will be used as a mechanism for formalising and delivering the measures and should include details of how they will be monitored, managed and funded in the future. The Plan should incorporate all the recommendations of the Ecological Impact Assessment, along with additional measures for habitat enhancement, including a planting strategy for the site, details of lighting, as well as measures for wildlife enhancement. The scheme should also make best use of the drainage channels required for flood risk mitigation.

Whilst it is acknowledged that there will be a minor permanent loss of habitat, it is not considered that this would compromise the designated sites's value as a wild life corridor. Once the new habitat is established, the plant species and habitat diversity of the site will be increased. The boundary of the designated site would not need to be amended as a result of the works, as it is considered that the restored embankments would make a positive contribution to the value of the SINC. Subject to the implementation of the Ecological Mitigation and Management Plan, it is considered that the loss of part of the site of importance to nature conservation will be suitably mitigated and that the development would not result in a significant impact on features of ecological value, in accordance with relevant Saved Policies in the UDP, Policy 3D.14 of the London Plan and the principles of PPS9.

7.15 Sustainable waste management

The application site straddles the adjoining West London Waste Transfer Site. Policy MIN18 seeks to protect such site from uses unconnected with waste handling, treatment, recycling, energy recovery or allied activities. However, the proposals do not involve any land take from the adjoining Waste transfer facility and will not have any impact on its operation, other than during the construction period. It is therefore considered that the proposal is consistent with the aims of Saved Policy MIN18.

7.16 Renewable energy / Sustainability

National planning policy, the London Plan and Saved Policies in the UDP seek to encourage sustainable development, sustainable design and construction and inclusive design. PPS1 states that the planning system should facilitate and promote sustainable and inclusive design. London Plan Policies 2A.9, 4A.3, 4B.5 promote sustainable development.

The key outcome of the scheme will be a modal shift from car towards a more sustainable form of transport (rail). An improved timetable for local train services will give faster and more regular journeys. The journey times between West Ruislip, South Ruislip and Marylebone are expected to reduce by up to 20%. The proposals will result in more timetable flexibility, thereby allowing more trains to run on Chiltern's network and increasing in capacity. The proposals should therefore encourage more people to use the trains rather than the car, which would result in fewer cars travelling through the borough, especially along the M40/A40 corridor. In addition, there will be less emissions as new trains will use the latest 'Euro-3A' engines.

7.17 Flooding or Drainage Issues

Saved Policies Policies OE7 and OE8 of the UDP seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. A Flood Risk Assessment has been submitted as part of the application taking into consideration the principles of Planning Policy Statement 25 (PPS25) and other relevant regional and local policies.

The proposed works lie within Flood Zones 2 and 3 (medium and high risk of flooding as defined by PPS25). Assessments have been made regarding the effects of the proposed development on flood storage volumes and potential effects on adjacent areas. Assessments of other sources of flood risk including ground water, surface water drainage, rainfall run-off, sustainable drainage and artificial water bodies have also been conducted.

At the time of writing this report, the Environment Agency has objected to the development on the basis that an acceptable Flood Risk Assessment (FRA) has not been submitted with this application. The Agency has stated that the FRA submitted with this application does not comply with the requirements set out in Planning Policy Statement 25 (PPS 25) and does not therefore provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the submitted FRA fails to:

1. be supported by appropriate data and information to demonstrate that appropriate floodplain storage compensation can be provided on a volume for volume, level for level basis.
2. consider the risk of flooding arising from the development

The FRA and addendum fails to clearly demonstrate how floodplain compensation will be provided on a volume for volume, level for level basis. The environment Agency requires cross-sectional drawings for the length of the proposed development, linked to the information provided within the table and should clearly demonstrate the existing levels, proposed levels, flood storage lost and flood storage compensation provided. The applicant has stated that detailed cross sections for the proposed floodplain mitigation ditch will be sent as soon as possible. On receipt of these drawings the Environment Agency state that it may be in the position to remove its objection.

Should the outstanding technical issues raised by the Environment Agency be overcome and the Agency withdraw its objection, then, subject to any conditions which the Agency may wish to impose, it is considered that development would not increase the risk of flooding, the water quality will be preserved and protected and the statutory functions of the Environment Agency will not be compromised, in accordance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies 2007, Policy 4B.6 of The London Plan (February 2008) and Planning Policy Statement 25: Development and Flood Risk.

However, should the applicant fail to satisfy the requirements of the Environment Agency within the statutory 13 week time from for determining this application, it is recommended that the application be refused for the reason stated above.

7.18 Noise or Air Quality Issues

Saved Policy OE1 states that planning permission will not normally be granted for uses and associated structures that are likely to become detrimental to the character and amenities of surrounding properties or the area generally because of noise, vibration, the emission of dust, smell or other pollutants. Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

NOISE AND VIBRATION

The construction and operation of the scheme has the potential to give rise to increased noise levels to residential properties adjoining the railway line. A noise and vibration assessment has therefore been submitted as a part of the application. It includes a baseline noise and vibration survey, a construction noise and vibration survey and an operational noise and vibration survey. The noise report gives daytime rail traffic LAeq,18hr (0600-2400) facade noise levels at the ground floor of residential receivers grouped into three areas: Great Central Avenue together with areas to south west of site; Roubornmead Drive together with areas to east and south east and Somervell Road together with areas to the north.

Maximum noise levels measured at the three key noise survey positions ranged between 70 and 81 dB LAmax as measured in each 15 minute period, with maxima frequently exceeding 74 dB LAmax. The report notes that maximum noise levels measured during the noise survey were frequently dominated by non-train sources of noise; in particular aircraft landing/taking off from Northolt Aerodrome. Furthermore, train related maxima were more frequently due to freight trains rather than passenger trains. Noise from London Underground trains was also included. During the noise survey, the maximum noise level observed on the sound level meter during a typical train pass-by on the Down Main (at approximately 50m from the measurement position) was 67 dB.

With regard to the operational phase of the development, the main operational noise impacts arise from noise reductions caused by the movement of a large proportion of the railway traffic onto the new Down Main line, away from residential properties currently close to the existing Down Main line, noise increases caused by increased speeds on the newly constructed Down Main line and noise changes produced by differences in sound propagation (e.g. noise screening and reflection) caused by the construction of the new Down Main line.

Although there is no formal method for predicting changes in maximum noise levels from trains, a semi-quantitative assessment of the possible changes to maximum noise levels as a result of the Northolt improvements was attempted. Taking into account a speed increase from 60 mph to 100 mph, this would give rise to an increase in the maximum noise level of 7 dB, or a new maximum noise levels of around 74 dB LAmax at the higher speed when observed at a distance of approximately 50m from the noise source (not taking into account any differences in screening etc.). On the basis of this, the applicants claim that increased train speeds will not give rise to higher maximum noise levels than currently experienced in the area (70 and 81 dB LAmax).

The assessment has indicated that the impacts of the scheme are likely to be

predominantly neutral or reduced in the housing around Great Central Avenue. This reflects the routing of most of the trains away from the existing line, past this housing area. Where the movement in the alignment of the new Down Main line away from properties is at its greatest, it is likely that any increase in the maximum noise levels would be wholly off-set by the increased distance.

There will be mainly perceptible noise increases around the Rabournmead Drive area, with some minor increases and isolated moderate noise increases to specific properties. Vibration impacts as a result of the operation of the new Down Main line are predicted to be negligible.

The predictions of operational noise levels in the noise report are solely in terms of daytime noise levels (0600-2400). The Environmental Protection Unit queried the absence of predictions of night-time noise levels (2400-0600). The applicants have responded that it is expected that there will not be any changes in night-time train movements and therefore it is considered that there will be no change in the noise levels during this period.

The Environmental Protection Unit advise that that while it is clear that the proposed scheme will lead to perceptible increases in operational noise at some residential receivers, the forms of assessment mentioned above show that operational railway noise levels do not justify refusal of the present application.

With regard to the construction phase, the report summarises the main tasks of the proposed construction work as follows: (i) demolition and reconstruction of existing Civic Way Bridge, (ii) Embankment work, and (iii) new track construction. The construction works are scheduled to last for around 34 weeks, spread over a total of around 43 weeks.

The construction noise impacts are summarised as follows:

(i) Reconstruction work on Civic Way under bridge, especially the demolition of the bridge occurring during the night, is predicted to result in significant impacts. Construction noise levels of up to 58 dB LAeq,1h night-time are predicted. However, it is predicted that this phase of the work should not take more than one night.

(ii) Embankment construction work would mainly be carried out during the daytime and would cause significant impacts only when the works are being carried out at the nearest position to residential properties. Construction daytime noise levels of up to 82 dB LAeq,1h (worst case) and 60 dB LAeq,1h (typical case) are predicted. Works would be carried out at a greater distance from the receiver for most of the time.

(iii) For track construction work, it is predicted that significant impacts are likely during delivery/removal of rails, welding and tamping when close to a given receiver. Some of this work will be at night when there will be significant impacts. Construction night-time noise levels of up to 72 dB LAeq,1h (worst case) and 52 dB LAeq,1h (typical case) are predicted. However, these works will be transitory in nature and the impact to the nearby residents should be of a short-term and temporary nature.

With regard to construction vibration, the report states that piling work will be carried out during the Civic Way underbridge reconstruction work, using auger piling with the piles being formed by reinforced concrete. The Environmental Protection Unit advise that there is little vibration with this method of piling. The nearest receivers to the piling activities are the shops and offices in the retail and industrial park situated approximately 70m from piling activities. The report claims that vibration from piling works is likely to be imperceptible at this distance. Also, vibration levels at residential properties are predicted to be well below those that risk structural damage.

The report suggests that the predicted increases in road traffic noise levels due to construction vehicles will be 1.5 dB on an average construction day and 2.5 dB during peak days of construction works. The report claims these noise increases are negligible to minor.

On the basis of the above analysis of the noise report and supplementary information provided by the applicants, the Environmental Protection Unit advise that noise and vibration arising demolition and construction work should not be regarded as a reason for refusal.

The report states that best practicable means will be used in all working practices in order to minimise noise and vibration impacts from demolition and construction works. In addition, temporary noise screens are to be used to minimise noise impacts. Local residents are to be kept fully informed in advance of noisy works, and an emergency contact number will be provided so that complaints can be lodged. In order to ensure that all such measures are taken to minimise disturbance from demolition and construction, the Environmental Protection Unit recommends the submission and approval of a Construction Environmental Management Plan (CEMP) requiring:

- measures for controlling the effects of demolition, construction and enabling works
- 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
- Address traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries.
- Ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction.
- Include appropriate arrangement for monitoring and responding to complaints relating to demolition and construction,

On the basis of the above analysis of the noise report and supplementary information provided by the applicants, the Environmental Protection Unit advise that noise and vibration arising demolition and construction work should not be regarded as a reason for refusal.

With the application of the mitigation measures set out in the noise report and the implementation of the Construction Environmental Management Plan (which can be secured by condition), it is not considered that adverse noise or vibration impacts are likely from the upgrading works, in accordance with Policies OE1 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

AIR QUALITY

An assessment of air quality has been submitted with this application. The report concludes that

The development is located on the boundary of an Air Quality Management Area, due primarily to emissions from the road network. Concentrations of nitrogen dioxide and particulates are unlikely to exceed Air Quality Strategy Objectives in the immediate area. With appropriate mitigation, there is likely to be negligible impact from dust raising activities during construction. The effect on air quality as a result of changes to road traffic flow will be negligible for pollutants. The effect on local air quality from changes in rail alignment will be negligible.

The Environmental Protection Unit notes that the air quality assessment has not determined the contributions to air pollution from the following, as they were not

considered to have a significant impact during the screening assessment:

- Construction traffic during the development phase, as anticipated vehicle movements are below the relevant criteria
- The use of temporary traffic lights and slower speed limit onto the site; and
- The use of diesel locomotives at the site. This is an ongoing situation and contributions from the railway is considered to be low overall. Furthermore the new line will be set further away from the existing residential receptors. In addition, it is noted that with regard to operational impacts, there will be less emissions, as new trains will use the latest 'Euro-3A' engines.

The risk from the construction phase of the development was determined to be medium risk (without mitigation) as although the site was large enough to be high risk, there were thought to be no sensitive receptors in direct proximity to the site. The site is also apparently located in an area where PM10 is not recorded to be exceeded. However, the southeastern and southwestern part of the site boundary is less than 50 metres from residential properties on Rabournmead Drive and Great Central Avenue, respectively, at the nearest points. There are also residential properties located adjacent to the northeastern corner of the development site.

The report states refers to the GLA Best Practice guide in the assessment, along with a list of mitigation measures to reduce the dust levels and the tracking of dust. The Environmental Protection Unit recommends adopting best practice guidance to mitigate dust generating works, such as ensuring stockpiled material and especially material that can generate dust, including contaminated dust, are kept well away from areas that can impact residential and other sensitive receptors. Appropriate mitigation measures also need to be taken to prevent the transport of dust off site to sensitive receptors, be it into a residential area or near a school. Contact details of a person in charge at the site, should be provided in the event of complaints from residents. Adequate consideration should also be given to dust monitoring at the boundary of the site in areas where impacts to residents and other sensitive receptors are possible.

A condition is therefore recommended requiring a Construction Environmental Management Plan (CEMP) (referred to above), for controlling the effects of demolition, construction and enabling works, addressing amongst other things the issues related to air quality. Subject to the adoption of best practice and the implementation of the CEMP, it is considered that the amenities of local residents will be protected in terms of air quality, in compliance with Policy 4A.19 of the London Plan (February 2008) and Saved UDP Policy OE1.

7.19 Comments on Public Consultations

The main issues raised by local residents, primarily from Rabournmead Drive relate to increased noise levels, vibration, and loss of vegetation. These issues have been addressed in the main body of the report. The impact of the proposal on local property values is not a planning matter.

In addition, a number of residents have confused the works subject to this application with the high speed rail link (HS2), recently announced by Central Government. Where possible, officers have endeavoured to clarify this issue with local residents by explaining that the Chiltern project is not connected with the government's proposal for a new high speed railway between London and the West Midlands and that high speed trains (250 mph) would not (and could not) be used on the Chiltern route.

7.20 Planning Obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning

Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

There are a number of community benefits inherent in the proposals. These include reducing rail journey times and make timetable improvements to existing rail services. The proposals are anticipated to encourage more people to use the trains rather than the car, which should result in fewer cars travelling through the Borough, especially along the M40/A40 corridor. This move towards sustainable transport is considered to be an inherent benefit, both in the local area and in the wider region, contributing towards national strategic objectives. No further planning obligations are being sought in conjunction with this proposal.

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site. With regard to works that are already being carried out including site clearance, statutory undertakers such as railway operators are permitted to carry out a wide range of development on their operational land, required in connection with the movement of traffic by rail. These works are allowed by virtue of Part 17, Class A, of the Town and Country Planning (General Permitted Development) Order 1995 (as amended).

Because the current proposals by Chiltern Railways includes the construction of a new bridge, a planning application has been submitted in this case. However, it is understood that the clearance work currently being undertaken is being carried out under existing permitted development rights (referred to above) and that there is no breach of planning control. There are therefore no enforcement issues associated with this site.

7.22 Other Issues

There are no other issues relating to this application.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

This is not applicable to this application.

10. CONCLUSION

The proposed works by Chiltern Railways are required to improve rail services and form part of the wider upgrade of the Chiltern line between London Marleybone and Banbury. The purpose of the works is to allow westbound trains to avoid the existing severe speed restriction through the under-dive on the existing 'down line' and to allow faster trains to overtake slower ones.

No significant vibration impacts are predicted during the construction or operational phases. It is predicted that significant construction noise impacts will occur during the day time but will be limited to a small number of activities when they are being undertaken in close proximity to adjoining properties. It will also be necessary to carry out a small number of construction activities during the night-time and weekend, due to health and safety requirements of the railway. This is predicted to give rise to short term significant impacts to some adjoining properties. Conditions are therefore recommended to ensure that as mitigation, best practicable means are used in all working practices, in order to minimise noise and vibration impacts.

The operational noise impacts of the scheme are likely to be predominantly neutral or reduced in the housing around Great Central Avenue. There will be mainly perceptible noise increases around the Roubornmead Drive area, with some minor increases and isolated moderate noise increases to specific properties. However operational railway noise levels do not justify refusal of the present application.

Subject to the implementation of an Ecological Mitigation and Management Plan, it is considered that the loss of part of the site of importance to nature conservation will be suitably mitigated, and that the development would not result in a significant impact of features of ecological value.

Issues relating to air quality and landscape restoration can be satisfactorily addressed by conditions. The proposals are anticipated to encourage more people to use the trains rather than the car, which is consistent with local, London, regional and Central Government policies towards sustainable transport.

Should outstanding issues raised by the Environment Agency with regard to flood risk be addressed, it is recommended that the application be approved, subject to the recommended conditions and any additional conditions imposed by the Agency. However should these issues not be resolved in a satisfactory manner, it is recommended that the application be refused for the reason outlined in the report.

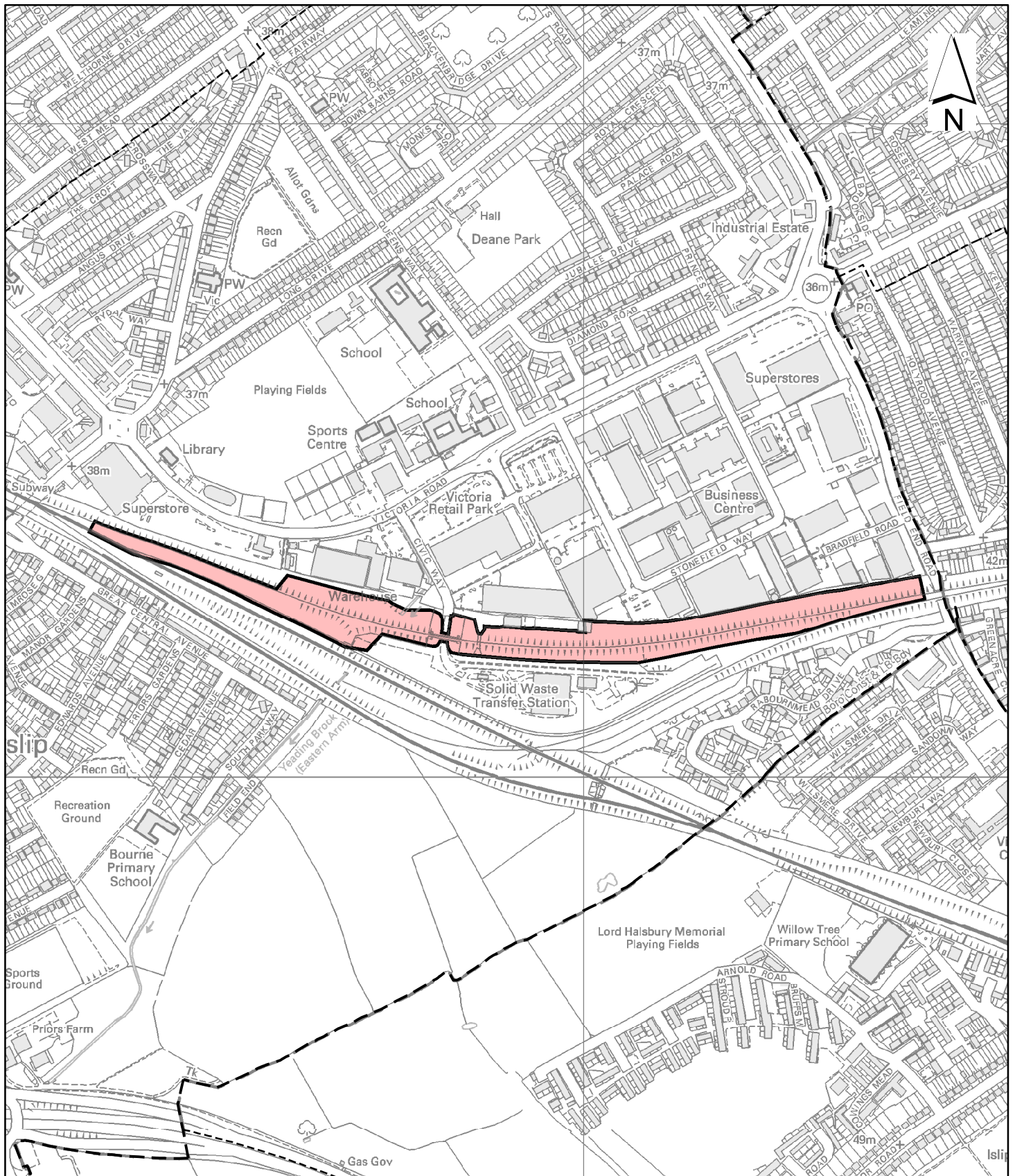
11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 9 (Biodiversity and Geological Conservation)
Planning Policy Statement 25 (Development and Flood Risk)
Planning Policy Guidance Note 13 (Transport)


Planning Policy Guidance Note 24 (Planning and Noise)
Hillingdon Design and Accessibility Statement (HDAS)
Council's Supplementary Planning Guidance Community Safety by Design
Council's Supplementary Planning Document: Planning Obligations Strategy
The London Plan
The Mayor's Biodiversity Strategy

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Northolt Junction Civic Way Ruislip	
Planning Application Ref:	Scale
66712/APP/2010/103	1:8,000
Planning Committee	Date
North Page 41	May 2010

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



HILLINGDON

LONDON

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Report of the Head of Planning & Enforcement

Address 3 PIKES END EASTCOTE PINNER

Development: Front porch infill, first floor side extension and alterations to existing side elevation.

LBH Ref Nos: 18957/APP/2010/266

Drawing Nos: Design & Access Statement
0033-PL-01F
0033-PL-02F
0033-PL-03F
0033-PL-04F
0033-PL-05F

Date Plans Received: 12/02/2010 **Date(s) of Amendment(s):**

Date Application Valid: 11/03/2010

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises a two-storey detached property situated on the south side of Pikes End, a residential cul-de-sac. The site forms part of the Eastcote Village Conservation Area as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007). The properties in Pikes End were constructed in the 1970's and have a distinct architectural appearance characterised by flat and mono-pitched roofs and wooden cladding. There is a uniform style to the properties, in particular to the roof patterns although there have been some alterations to the ground floor front elevations with porch infills.

The property has off street parking for two spaces and an integral single garage.

1.2 Proposed Scheme

The application seeks permission to construct a first floor extension, infill a front porch area and undertake alterations to the existing side elevation.

The proposed first floor extension would project 4.6m to the side in line with the existing first floor elevation. It would have a depth of 7m in line with the rear elevation and would be built over the proposed porch infill and existing flat roof. The first floor extension would accommodate two bedrooms and an en suite and would have a large glazed area to the front, no windows to the side and two smaller windows to the rear elevation. The proposal would have a mono-pitched roof at a height of 6.2m sloping to 5.6m set down from the

main roof height and in keeping with the style and gradient of the existing roof. The first floor extension would be finished in timber cladding to match the existing.

The porch infill would square off an inset area of 6.4m² in line with the existing porch and set back from the projecting front elevation. This would have a large ground to first floor window.

The alterations to the side elevation would be the loss of a window to the west facing first floor side elevation as a result of the first floor extension.

1.3 Relevant Planning History

18957/B/91/0221 3 Pikes End Eastcote Pinner
Conversion of part of garage into habitable room

Decision Date: 10-04-1991 Approved **Appeal:**

Comment on Planning History

None

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 21st April 2010

2.2 Site Notice Expiry Date:- 21st April 2010

3. Comments on Public Consultations

EXTERNAL:

17 adjoining occupiers, Eastcote Residents Association, Northwood Hills Residents Association and The Eastcote Village Conservation Panel consulted. 8 letters, including one from the Eastcote Residents Association, received objecting to the proposal on the following grounds:

- i) The proposal would result in the alteration of the unique and uniform design of the whole street of houses, which are protected by covenant and won architectural awards when built;
- ii) The property could be used as a care home;
- iii) The property is not a two bedroom house, as stated, but a five bedroom property similar to the others;
- iv) There is a lack of amenity space to go with the enlarged property;
- v) Parking is already a problem and the proposal does not improve this;
- vi) Adverse impact on the street scene and conservation area.

A petition with 47 signatures also received objecting to the proposal on the grounds of the proposal being out of character with the existing property and the conservation area.

Officer Comments: Points i), iii), iv), v) and vi) are covered in the main body of the report. With regard to point ii) use as anything other than a single family dwelling would require permission and any such application would be considered on its own merits.

INTERNAL:

CONSERVATION OFFICER:

Background: This is a modern property within the Eastcote Village Conservation Area, probably of 1970s date. The street is characterised by purple brick buildings with mono pitch roofs and timber detailing.

Comments: The proposed scheme was submitted following pre-application correspondence and revisions with the conservation team. The extension, whilst not ideal, would be light in appearance in glass and timber cladding. The height of the extension is lower than the main house and the adjacent properties, and given the materials would be considered subservient to the main house. The front porch would be an infill extension, and is considered to be in keeping with the character of the property.

Overall, from a conservation and urban design point of view, the proposed scheme would not be considered detrimental to the street scene and character of the area. It is, therefore, acceptable. Given the uniformity of design of the estate, however, it is felt that the proposed timber cladding should match the existing and adjacent dwellings. This should be conditioned.

Conclusion: Acceptable, materials to match existing and to be conditioned.

TREE AND LANDSCAPE OFFICER:

The site is inside a Conservation Area, however there are no trees that will be affected by this development, furthermore, there is no location to plant new trees. Therefore, saved policy BE38 of the UDP does not apply in this case and there are no further comments relating to trees.

4. **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

Part 2 Policies:

BE4	New development within or on the fringes of conservation areas
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
HDAS	Residential Extensions - Sections 5 and 8

CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
BE22	Residential extensions/buildings of two or more storeys.

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the impact of the proposal on the character and appearance of the original house, on the street scene and surrounding area and on residential amenity.

Policy BE13 of the UDP Saved Policies September 2007 requires that the layout and appearance must harmonise with the existing street scene. Policy BE15 goes on to state that extensions must be in keeping with the scale, form and architectural composition of the original building and BE19 also states that new developments should complement or improve the amenity and character of the area.

The proposed development is situated within the Eastcote Village Conservation Area and Policy BE4 of the UDP states new development within Conservation Areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities. The Council's Conservation Officer has considered the scheme and stated that whilst the extension is not ideal, it would be light in appearance using glass and timber cladding. The height of the extension is lower than the main house and the adjacent properties and would be considered subservient to the main house.

The Council's adopted Supplementary Planning Document (SPD) on Design and Accessibility Statement (HDAS) for Residential Extensions offers the following guidance that must be accorded with if housing extensions are to be considered satisfactory:

Section 5 of the SPD sets out criteria to assess first floor extensions against, this includes the following thresholds for appropriate scale and design.

Paragraph 5.7: No specific requirement for a set back from the main front building line

Paragraph 5.8: Roof height should be equal to that of the main roof

Section 8 of the SPD sets out criteria to assess front extensions against, this includes the following thresholds for appropriate scale and design:

Paragraph 8.4: Building lines should be respected

Paragraph 8.2: Porches should follow the character of the existing building.

The proposed first floor extension would not be set back from the existing first floor front elevation and whilst the height of the roof is not equal to that of the main roof, given the unusual design of the property, it is considered that a roof which is subordinate in scale to the main dwelling would be more appropriate in terms of its impact on the character of the property and the street scene in general. The proposed porch infill is considered to be acceptable as although it would affect the front appearance of the property it is a relatively minor development and similar proposals have already been carried out within the street scene. Thus, overall the design and appearance of the extension and the porch and their relationship with the existing property, the street scene and the area in general is considered acceptable and in compliance with policies BE13, BE15 and BE4 of the UDP Saved Policies September 2007.

With regards to impact on amenity Policy BE21 of the UDP is relevant and must be considered. The policy states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity. Furthermore the House Extension SPD notes under Section 5.4 that no direct overlooking will be permitted. Adequate distance should be maintained to any area from which overlooking may occur.

Section 5 of the SPD offers further criteria against which two-storey side extensions can be assessed to consider the impact on neighbouring properties. These include:

Paragraph 5.11: not to include windows and doors that overlook neighbouring properties;
Paragraph 5.13: retain a garden area of 100sq.m. for 4+ bed houses; and
Paragraph 5.14: No direct overlooking will be permitted

The proposed first floor extension would introduce new windows to the front elevation, which would retain a distance of 21m between windows to the properties opposite and two windows to the rear elevation which would face a blank elevation. Thus in terms of overlooking and loss of privacy the proposal would not impact on adjoining occupiers and would comply with policy BE24 of the UDP Saved Policies September 2007.

The adjoining dwelling No.4 has a window to the side elevation that would face the proposed extension at a distance of 4.2m. This window serves a bedroom. However, this window is not the principal window to this room, with a larger window on the rear elevation providing light and outlook. Thus, whilst the proposal would cause some loss of light and outlook from this window, given its secondary nature it is not considered that a refusal on this ground could not be justified. Therefore it is considered that the proposed scheme would not have a detrimental impact on neighbour amenity and would comply with policies BE20 and BE21 of the UDP Saved Policies September 2007 and the Residential Extensions SPD.

At present the existing rear garden measures approximately 67sq.m. The application shows the existing property as being two bedrooms and thus the level of amenity space provided is above the required standard for this size of property. However, the proposal would result in a four bedroom property and whilst the existing size of the amenity space is not changing, the amount of amenity space would fail to meet the recommended minimum standard of 100m² for a four bedroom property as advised at paragraph 5.13 of the HDAS: Residential Extensions. However, the proposed extension does not result in the loss of any amenity space and thus arguing a refusal based on the size of the amenity area of the property, where no loss of amenity space is involved, would be very difficult to justify.

It is considered, that all the proposed habitable rooms, and those altered by the development still maintain an adequate outlook and source of natural light, therefore complying with Policy 4A.3 of the London Plan (2008).

Policy AM14 of the UDP refers to the Councils car parking standards contained under Annex 1. The standards indicate that 2 car parking spaces are required in order to comply with the policy. The remaining garage space is not considered to be of a usable size, however there is sufficient space on the frontage to provide two parking spaces in accordance with Policy AM14 of the UDP Saved Policies September 2007.

Policy BE38 states the proposal will be expected to retain and utilise topographical and

landscape features of merit and provide new planting and landscaping wherever appropriate. The Trees and Landscape Officer has commented that there are no trees that will be affected by this development, furthermore, there are no locations to plant new trees. Therefore policy BE38 of the UDP Saved Policies September 2007 does not apply in this case.

6. RECOMMENDATION

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE4 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 RPD1 No Additional Windows or Doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 4 Pikes End.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

Standard Informatives

- 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 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.

BE4	New development within or on the fringes of conservation areas
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
HDAS	Residential Extensions - Sections 5 and 8
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
BE22	Residential extensions/buildings of two or more storeys.

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

- 4 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.

- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please 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. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
- carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.
- Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.
- 8 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.
- 9 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 should only be carried out between the

hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

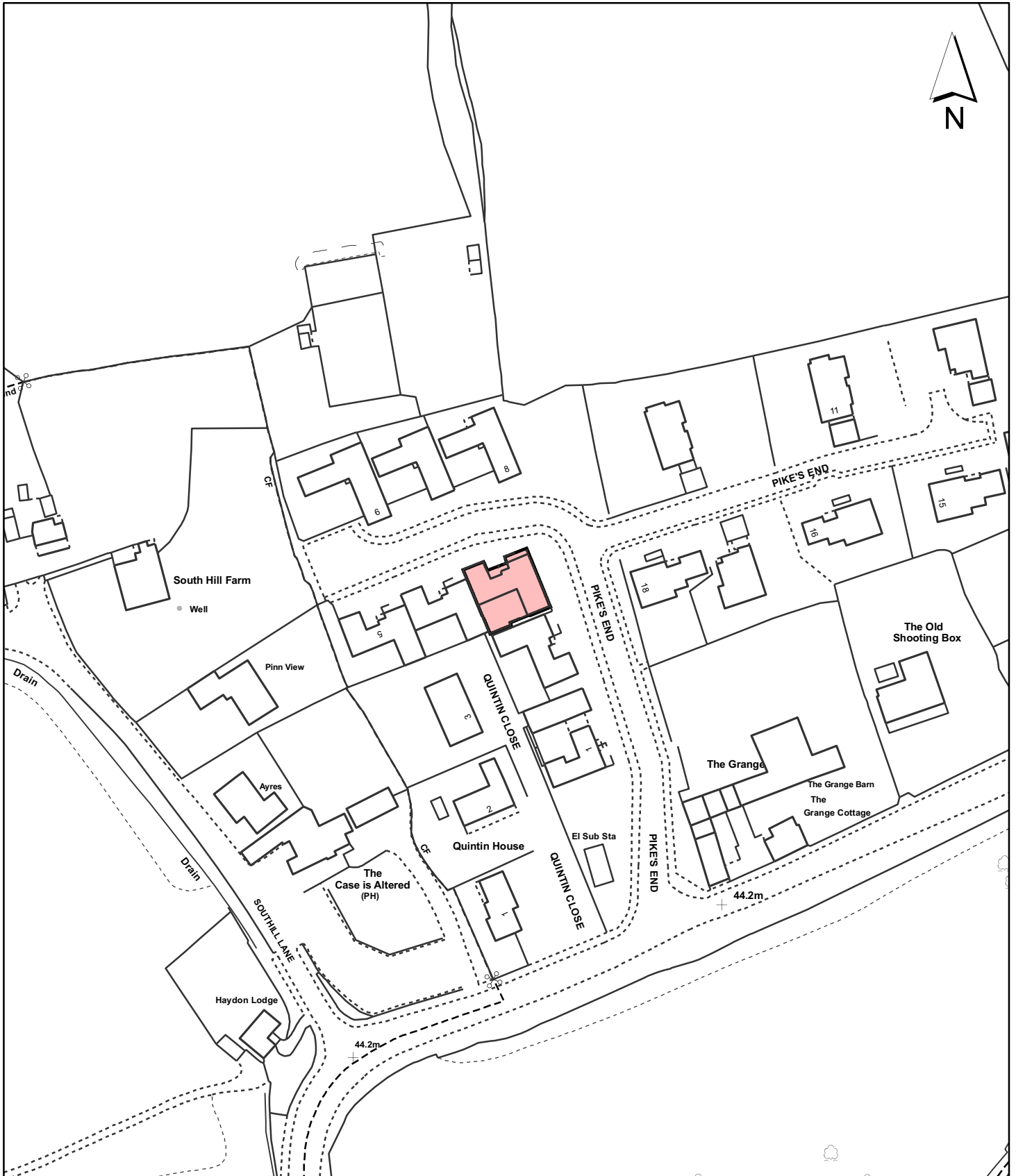
D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.


- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that 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).

Contact Officer: Eleanor Western

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**3 Pikes End
Eastcote**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

18957/APP/2010/266

Scale

1:1,250

Planning Committee

North Page 52

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address THE FERNS WITHY LANE RUISLIP

Development: Demolition of existing industrial building and erection of a block of 5 flats with associated parking (outline application.)

LBH Ref Nos: 6885/APP/2009/2650

Drawing Nos: 1:1250 Location plan
05/3024/8
05/3024/8
Flood Risk Assessment
05/3024/10 Rev. A
05/3024/9
Letter dated 15th April 2010
Design & Access Statement

Date Plans Received: 07/12/2009 **Date(s) of Amendment(s):**

Date Application Valid: 23/12/2009

1. SUMMARY

This scheme seeks outline planning permission to demolish the existing single storey industrial/storage buildings on site and erect a part two storey, part three storey building comprising of 3 studio and 2 one-bedroom units. Only landscaping has been reserved for subsequent approval.

Although the scheme does represent an improvement in design terms, compared to the previously refused scheme (6885/APP/2007/3707), it is considered that the proposed density is still excessive, failing to comply with the density guidelines advocated by the London Plan (February 2008). As a result, the scheme fails to harmonise with the street scene and surrounding area, with the only external amenity space being provided in the form of a roof terrace which does not satisfy Council standards. The scheme also does not make provision for education facilities. The scheme is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposal by reason of its siting, overall layout, size, bulk, site coverage and excessive density, would have result in a cramped appearance and constitutes an over-development of the site with limited opportunities for landscaping, to the detriment of the character and visual amenities of the area. The proposal would result in a scale of building and hard surfacing that is inappropriate for the plot and would be to the detriment of the living conditions of future occupiers. The proposal is therefore contrary to Policies BE13, BE19 and BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007, the Supplementary Planning Document HDAS: Residential Layouts and Policy 3A.3 of the London Plan.

2 NON2 **Non Standard reason for refusal**

The proposal fails to provide an adequate amount of private usable amenity space for the

future occupiers of the proposed flats to the detriment of the amenities of future occupiers and contrary to Policy BE23 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The development is estimated to give rise to a significant number of children of school age and additional provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement at this stage has not been offered or secured, the proposal is considered to be contrary to Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the adopted London Borough of Hillingdon Planning Obligations Supplementary Planning Document (July 2008).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP	London Plan (February 2008)

PPS1	Delivering Sustainable Development
PPS3	Housing
HDAS	Residential Layouts
	Accessible Hillingdon
SPG	Interim Housing Supplementary Planning Guidance, April 2010

3

The applicant is advised that in the event of any resubmission the bathrooms/en-suite facilities should be designed in accordance with Lifetime Home standards. Whilst it is acknowledged that the relevant space standards in front and to the side of the WC have been incorporated, the vanity unit design would not be conducive to the spirit of Lifetime Home standards. The vanity units should be designed out or staggered to allow a wheelchair user to reverse back sufficiently to perform a successful side transfer from wheelchair to WC. In addition, a kneehole space of 700mm high and 500mm deep should be incorporated to allow wheelchair access to the basin. To allow bathrooms to be used as a wet room in future, any future detailed application should indicate floor gully drainage.

3. CONSIDERATIONS

3.1 Site and Locality

The L-shaped application site is located on the east side of Withy Lane, some 25m to the north of its junction with Breakspear Road. It comprises a detached part single storey, part two storey detached building in use as a stone mason's workshop with ancillary storage.

To the south of the application site, fronting Breakspear Road is Rotary House, a three storey building comprising two floors of office space with residential flats above. Car parking serving the building and its access from Withy Lane separates the two sites. To the east of Rotary House is a 24 hour service station with car washing facilities and to the north of the application site is the Ruislip Fire Station. On the opposite side of Withy Lane is the Breakspear Crematorium, with two cottages within its grounds immediately opposite the application site. The site on the southern side of Breakspear Road, opposite Withy Lane incorporates a Grade II Listed Building and is in use for car sales.

Breakspear Crematorium forms part of the Green Belt, a designation which also includes Withy Lane itself.

3.2 Proposed Scheme

This application seeks outline permission for the erection of an 'L' shaped, part two storey, part three storey building sited on the eastern side of Withy Lane, some 20m to the north of its junction with Breakspear Road. The proposal would involve the demolition of the existing part single storey, part two storey workshop and associated storage buildings. The proposed building would comprise 3 studio and 2 one-bedroom flats, with associated car parking. Only landscaping has been reserved for subsequent approval. A total of 6 car parking spaces would be provided, 5 spaces at the rear of the site, accessed through an undercroft via a triple width crossover, with a disabled space and bin and cycle storage provision within the undercroft. The rest of the ground floor would be taken up by a studio flat, with a studio and one-bedroom flat on the first and second floors above. The northern half of the roof space would be used as a communal roof terrace. The building would be set back 300mm from the northern side boundary and 1.05 from the southern side

boundary. It would be set back from Withy Lane at its nearest point by 800mm, increasing to 2.4m at its southern end. The building would have a maximum width of 18m and depth of 11.2m and drops to a two storey height for 3m of its width on the southern side. The building incorporates a front projecting communal staircase and private balconies and curved roof elements.

3.3 Relevant Planning History

Comment on Relevant Planning History

This application follows four applications for residential development at the site, one of which was withdrawn. The most recent was for a three storey building with roof terrace to provide 5 one-bedroom flats (6885/APP/2007/3707) which was refused on the 15th December 2008 for the following reasons:

1. The proposal by reason of its siting, design, overall layout, size, bulk, site coverage and excessive density, would have a cramped appearance and constitutes an over-development of the site, to the detriment of the character and visual amenities of the area. The proposal would result in a scale of building and hard surfacing that is inappropriate for the plot and would compromise residential development standards to the detriment of the living conditions of prospective occupiers. The proposal is therefore contrary to Policies BE13, BE19 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), the Supplementary Planning Document HDAS: Residential Layouts and Policy 3A.3 of the London Plan.

2. Whilst the applicant has marketed the business, no information has been supplied as to the marketing of the site for business purposes. As such, it is considered that the applicant has failed to justify the loss of the existing workshop and the proposal is thus contrary to Policy LE4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3. The floor areas of three of the proposed 1-bed flats are below the minimum 50m² internal floor area required for a one-bedroom flat. As such the proposal fails to provide a satisfactory residential environment for future occupiers, contrary to Policies BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and section 4.0 of the Council's HDAS (SPD) 'Residential Layouts'.

4. The proposed development by reason of its overall size, height, siting and length of projection would result in an overdominant/visually obtrusive form of development in relation to the neighbouring residential flats at Rotary House, and as such would constitute an un-neighbourly form of development, resulting in a material loss of residential amenity. The proposal is therefore contrary to Policies BE19 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's HDAS (SPD) 'Residential Layouts'.

5. The proposal fails to provide an adequate amount of private usable amenity space for the future occupiers of the proposed flats to the detriment of the amenities of future occupiers and contrary to Policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and HDAS (SPD) 'Residential Layouts'.

6. The proposed plans indicate that the rear parking spaces 1, 2 and 3 will be reduced in size by the boundary landscaping to below Council Standards of 2.4m wide by 4.8m long, and in turn would be likely to reduce the aisle width or forecourt depth to below the Council's minimum of 6m. As a result the proposal would be detrimental to highway and pedestrian safety contrary to Policies AM7 (ii) and AM14 and the Council's Car Parking

Standards of the Hillingdon Unitary Development Plan, Saved Policies (September 2007).

6885/APP/2005/3075 - Full permission for the erection of a four-storey building containing 6 one-bedroom flats together with parking spaces was refused on 3rd May 2006 on grounds of excessive density, Green Belt grounds, impact upon flats at Rotary House, inadequate amenity space and inadequate car parking.

6885/APP/2004/745 - Outline permission for the erection of a three-storey building containing three two-bedroom flats and 6 one-bedroom flats and car parking spaces was withdrawn on 12th August 2004.

6885/K/97/808 - Outline permission for the erection of a three storey block of 6 flats including access and parking was refused on 18th March 1998 on grounds of excessive density, disputed ownership of whole site, inadequate amenity space, excessive disturbance of amenity space by vehicle movements, inadequate parking, no archaeological and noise assessments and inadequate visibility.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|--------|--|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. |
| PT1.16 | To seek to ensure enough of new residential units are designed to wheelchair and mobility standards. |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed. |

Part 2 Policies:

- | | |
|------|---|
| OL5 | Development proposals adjacent to the Green Belt |
| BE13 | New development must harmonise with the existing street scene. |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE22 | Residential extensions/buildings of two or more storeys. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| 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
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP	London Plan (February 2008)
PPS1	Delivering Sustainable Development
PPS3	Housing
HDAS	Residential Layouts Accessible Hillingdon
SPG	Interim Housing Supplementary Planning Guidance, April 2010

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

20 neighbouring properties have been consulted on the application. 1 letter has been received and a petition in support of the proposal with 21 signatures was submitted with the application.

The individual letter is sent on behalf of residents of Rotary House and states that they would have no objections, providing:

- (i) No access will be allowed for all vehicles, either construction or future residents across our boundaries;
- (ii) No loss of natural light into Rotary House;
- (iii) Require method statements to show how dust and/or debris would be kept away from residents and employees cars and the prevention of dust pollution into offices and residential apartments.

The petition in support states:

1. The flats are accommodated on land which is currently underused, allowing for new homes without causing pressure to build on green field sites;
2. The application site is well located in close proximity to amenities and very good primary and secondary schools;
3. The scheme has been designed in order to protect the residential amenity of the neighbouring properties;
4. The flats harmonise with the character and appearance of the area;

Ruislip Residents' Association:

This latest proposal appears to have a footprint and overall height similar to the previous application (6885/APP/2007/3707), which was refused in December 2008. Our comments therefore are similar to those stated in our letter dated 20 February 2008 regarding that application, ie.

* The proposed building would be over dominant on Withy Lane

* Due to the lack of amenity space at ground at ground level it is proposed to provide a roof terrace. Use of this terrace would result in overlooking of the rear gardens of Crematorium Cottages and grounds. Also when used by the occupants of the five flats and any guests it could result in an unacceptably high level of noise. As officers will be aware this is more noticeable when generated at roof level and could affect the amenity of nearby residential properties and the Crematorium.

We therefore feel the development is not in character with the area.

We are also concerned about the effect the development would have on the adjacent deciduous tree adjacent to the northwest corner of the site.

Ickenham Residents' Association: No comments received.

Environment Agency:

We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would wish to object to the application.

Condition 1

The development hereby permitted shall not be commenced until such time as a scheme to ensure finished floor levels are set no lower than 44.65m above Ordnance Datum (AOD) has been submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

Condition 2

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) A preliminary risk assessment (PRA) which has identified:

* All previous uses;

* Potential contaminants associated with those uses;

* A conceptual model of the site indicating sources, pathways and receptors;

* Potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;

3) The site investigation scheme, based on (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason:

The site lies within an inner source protection zone and there is no London clay to protect the major groundwater aquifer. There is insufficient information to make an assessment of the potential for contamination from previous uses to adversely affect groundwater.

Note: We wish to be consulted on any details submitted in compliance with the above conditions.

Internal Consultees

Tree Officer:

The Site

The application form continues to make no reference to the off-site Ash tree to the north of the site. However, the location and approximate spread of the tree is shown on drawing Nos.9 and 10 Rev A. There are no TPO's or Conservation Area designations affecting trees on, or close to, the site.

The Proposal

Following previous submissions for the re-development of this site, the current outline application proposes to demolish the existing stone mason's yard and erect a block of 5No. flats with associated parking.

The Design & Access Statement fails to comply with CABE's guidance in as much that it makes no assessment of the local landscape quality and sets out no specific landscape objectives for the enhancement of the site as an integral part of the development. However, it does refer to a communal roof terrace and the provision of private balconies. Drawing ref. 9 and 10 Rev A indicate the presence of planting to the Withy Lane frontage and around the rear parking court.

Key Landscape Issues

There is no comment made about the off-site Ash tree but it appears likely that it will be affected by the development. Tree surgery and possibly removal will be necessary. Saved policy BE38 requires landscape enhancement as an integral part of the development. If the amenity space provision is to rely on the roof terrace and private balconies, the roof should be both functional and attractive. Similarly, the balconies should be deep enough to sit out on (i.e. not Juliet balconies). Due to the nature of the shared/communal open spaces, details of the landscape management and maintenance will be required to ensure that the landscape is established and maintained in accordance with the design objectives.

Recommendation

If you are minded to approve this application, there are no objections subject to reserved matters (landscape) and conditions TL1, TL2, TL3, TL4, TL6 and TL7.

Highway Engineer:

The provision of 6 car parking spaces, including 1 disabled bay is in accordance with the Council's maximum car parking standards. The disabled bay should have a 1.2m clear transfer space marked to the side and rear of the bay. The parking provision and design of the disabled bay including surface material of the access road and parking area should be covered through a suitable planning condition.

The Council's minimum cycle parking standards stipulate a requirement of 5 spaces. The proposed cycle storage is not suitable for 5 spaces. A suitable condition should be attached to provide 5 cycle

parking/storage spaces, details of which shall be submitted to and approved by LPA.

A suitable planning condition should be applied to restrict the access width to 4.1m.

The vehicular access shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

The location of refuse and recycle storage is within acceptable trundle distance from the highway.

It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The hardstanding shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system. This should be covered through an informative.

Subject to the above conditions being applied, there is no objection on the highways aspect of the proposals.

Environmental Protection Services: I do not wish to object to this proposal.

Two environmental protection issues need to be addressed. These are noise and contaminated land. Air quality is not a significant factor given the size of the proposal and its location outside an air quality management area.

Contaminated land

The site is presently used as a stonemason's yard. According to the applicant the site was previously used as a metal works and there was another industrial use prior to that. Metalworking can involve the use of toxic materials such as chromium and cyanide. Volatile organic compounds can be used as degreasing agents in such works. It would not be surprising to find evidence of these substances at this site. In addition to the site itself adjacent uses have to be considered. East of the site is a service station. The possibility of leaks from underground fuel tanks cannot be discounted and there is a corresponding risk that the site might have been affected. Similar considerations apply in respect of the fire station north of the application site where it is likely that polluting materials have been used in the course of fire training. There are no landfills known to exist within 250 metres of the site.

A desktop study is required to determine the site characteristics and identify all possible risks that may exist on the site and its surrounding in relation to the proposed residential development, by reviewing the current/historical land uses and ground conditions. Should planning permission be granted I would therefore recommend the following condition be applied;

Condition 1

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the LPA. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers of the site, members of the public, buildings and the environment when the site is developed. All works that form part of this remediation scheme shall be completed before any part of the development is occupied, unless otherwise agreed in writing by the LPA.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

Reason: To ensure that the occupants of the development are not subjected to any risks from land contamination.

The Supplementary Planning Guidance on land contamination gives general advice on information required to discharge the planning condition.

Noise

The proposed development comprises flats only so there is no need to consider the effects of noise on private gardens because there are none. The site is not adversely affected by road, rail or air traffic noise. The office block to the south of the site would not be expected to be a significant source of noise, other than the six air conditioning units on the façade and the staff parking. The fire station, although a twenty-four hour emergency operation is not known to be a source of complaints about noise and neither is the service station east of the site. However, the proximity of these uses, particularly the service station, does present a risk of noise disturbance. The service station is open round the clock however it has been confirmed by EPU that the car wash at the adjacent BP service station ceases to be used at 20:00 hours.

Residents living near 24 hour service stations may experience noise from vehicles arriving and departing, from car radios, from customers themselves and ancillary equipment such as car washes, air pumps and the like. Equally, hydraulic and pneumatic equipment may be used by the Fire Service for example for training purposes in the yard.

The scale of the proposed development is such that to require an acoustic assessment would probably be excessive. It would be more cost-effective to require that the applicant submit a scheme for approval of the window schedule for the habitable rooms (bedrooms and living rooms) of the flats on the eastern façade and the following condition is advised;

Condition 2

The use hereby permitted shall not commence until a scheme for the design and specification of the windows and ventilation for the habitable rooms of the flats on the eastern façade as shown on the submitted plan numbered 05/3024/10 has been submitted to and approved by, the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for so long as the development is available for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

Reason: To safeguard the amenities of the new residential properties.

Informative. The scheme should specify acoustic double-glazing and ventilation provision capable of providing adequate ventilation without the windows having to be opened.

Environmental Protection Services (Land Contamination):

The application site appears to be a former works based on Ordnance Survey maps. The nature of the works is unknown. Ideally with these types of application a contamination survey should be submitted with the application. In its absence the following contaminated land condition is advised for any permission given.

'Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works. Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

Reason: To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).'

Note: The Environmental Protection Unit (EPU) must be consulted at each stage for their advice when using this condition. Supplementary Planning Guidance on Land Contamination provides some general guidance on the information required to satisfy the condition. The Environment Agency, EA, should be consulted when using this condition. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land.

Access Officer:

I have no fundamental objections to this scheme. If the application is refused I would request the following informative as part of any future re-submission:

The bathrooms/en-suite facilities should be designed in accordance with Lifetime Home standards. Whilst it is acknowledged that the relevant space standards in front and to the side of the WC have been incorporated, the vanity unit design would not be conducive to the spirit of Lifetime Home standards. The vanity units should be designed out or staggered to allow a wheelchair user to reverse back sufficiently to perform a successful side transfer from wheelchair to WC. In addition, a kneehole space of 700mm high and 500mm deep should be incorporated to allow wheelchair access to the basin. To allow bathrooms to be used as a wet room in future, any future detailed application should indicate floor gulley drainage.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy LE4 of the UDP (Saved Policies) states that proposals which involve the loss of existing industrial floorspace or land outside of designated Industrial and Business Areas will only be permitted if the existing use seriously affects amenity, is unsuitable for industrial/business redevelopment, is unlikely to be used for industrial /warehousing space in the future and accord with the Council's regeneration policies for the area.

The applicants state that Withy Lane is a narrow cul-de-sac with The Ferns being the only industrial use in the road. The use is unrestricted in terms of operating hours and being a small restricted site with no scope to expand, the use for the preparation and cutting of stone products ranging from granite worktops to memorials makes servicing of the site extremely difficult, given the narrow width of road. The lack of off-street parking results in delivery lorries blocking the road which has resulted in complaints to the Council, as has the open storage of wood used in the packaging waiting for disposal due to the lack of space on site. Given the above, there is little prospect of the site continuing in its current use.

As regards employment, the applicants state that there is currently only one full time

employee with other specialist contractors visiting the site to carry out specialist tasks so that any impact upon employment with the loss of the use would be negligible. They are also seeking alternative premises within the borough.

It is considered that the existing use of the site clearly has the potential to seriously affect surrounding properties and given its restricted size and location, is unlikely to be used for industrial/business purposes in the future. As such, it is considered that it has been demonstrated that the scheme accords with Policy LE4 and overcomes the second reason for refusal of the previous scheme.

7.02 Density of the proposed development

Table 3.2 of the London Plan (February 2008) recommends that developments on suburban sites with a PTAL score of 1 should be within the ranges of 50 - 75 u/ha or 150 - 200 hr/ha. Counting the larger habitable rooms with an internal floor area in excess of 20m² that are capable of being subdivided, this scheme has a density of 148 u/ha and 349 hr/ha which is above both thresholds. Whilst the density matrix contained in Table 3.2 is clearly intended as a guide, the latest guidance from the Mayor contained in the Interim Housing Supplementary Planning Guidance, April 2010 advises at paragraph 3.4 that 'unless additional reasons to justify exceeding the top of the appropriate range can be demonstrated rigorously, they should be resisted.'

It is considered that the density of the development is excessive and the site cannot accommodate the proposed level of development whilst maintaining a satisfactory environment within and around the site. No ground floor amenity space is provided, with the only amenity space proposed taking the form of a roof terrace which does not satisfy standards. The proposed building is also sited hard up against the site boundaries, with little provision being made for landscaping. Given the proposed siting and layout, it is considered that the scheme would not harmonise with the surrounding area and fails to achieve good environmental conditions for future residents of the flats, contrary to London Plan Guidelines and Council policies. This illustrates the cramped nature of the proposal. As such, the scheme has not overcome the first reason for refusal of the previous scheme (6885/APP/2007/3707).

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

The application site is not within an Archaeological Priority Area and is not within a Conservation Area or an Area of Special Local Interest. There is a Grade II Listed Building on the opposite side of Breakspear Road but it is considered that the proposal would be too remote from this building to adversely affect its setting, particularly as the building is surrounded by vehicles being offered for sale.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

As regards the green belt reason for refusal of application 6885/APP/2005/3075, the Officer's report to committee on the 9th December 2009 considering the previous scheme (6885/APP/2007/3707) advised that 'the Council's GIS now places the application site outside the green belt. As such, Green Belt issue does not form part of the assessment of the current application.'

In terms of Policy OL5 of the UDP (Saved Policies) and the impact of development adjacent to the Green Belt, it is considered that the proposal would not adversely harm its open character, given the siting and scale of adjoining development, including the adjoining three storey Rotary House, five storey tower at the adjoining Ruislip Fire Station and two storey terrace housing at the northern end of Withy Lane.

7.06 Environmental Impact

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 require development to harmonise with the street scene and to safeguard the amenity and character of the surrounding area.

Withy Lane is characterised by a mix of residential and commercial/industrial properties of differing design, which are predominantly two and three storeys in height. The area is also somewhat dominated by the five storey training tower at the Ruislip Fire Station immediately adjoining the site to the north. The application site itself consists of two buildings. The main building is part single, part two-storey, with both pitched and flat roof components, and fronts directly onto Withy Lane. It is currently used as a workshop and ancillary offices. The secondary building is single storey with a flat corrugated roof and is used for storage.

No objections are raised to the design of the proposal. It is considered to be of an acceptable modern asymmetrical design, incorporating flat and curved roof elements that add visual interest and successfully step down the mass of the building. The use of balconies on the front elevation with a projecting centrally sited stairwell helps to break up the mass of the building, as does the use of contrasting brickwork and render between the ground/first and second floors. The main concern relates to the extent that the building fills the site, with little in the way of landscaping being provided and the area to the rear of the building would almost be entirely hardsurfaced to accommodate off-street car parking.

Furthermore, Policy BE22 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) requires buildings of two or more storeys to be set back a minimum of 1m from the side boundaries for the full height of the building. The building does not achieve this on its northern boundary, with only a 300mm gap being proposed. Although this policy is primarily concerned with ensuring that visual gaps are provided between buildings, the overall height and depth of the building and its proximity to the northern side boundary would give the building an unduly cramped appearance. The lack of a setback would also not afford any opportunity for planting to help break up the mass of the building as viewed from the north. Furthermore, although visual coalescence with the proposed building is unlikely to occur presently, as the site adjoins the relatively open fire station to the north, the site may be redeveloped in the future. The proposal is therefore considered to be contrary to policy BE22.

7.08 Impact on neighbours

The nearest residential properties to the application site are the second floor flats in Rotary House and Crematorium cottages, the two houses on the opposite side of Withy Lane.

The nearest part of the proposed building would be sited 7.5m from the existing flats. However, at this point, the building would be two storey (a major change from the previously refused scheme which proposed 3 storeys), only increasing to 3 storey at a distance of 10.5m. Design guidance advises that development of two or more storeys should be sited at least 15m from adjoining habitable room windows. However, that guidance assumes the habitable room windows will be at ground floor, whereas in this instance, the three storey element of the proposed building only represents a single storey building as viewed from the second floor flats. As such, the spirit and purpose of the guidance would not be breached and the 10.5m separation gap is adequate to prevent the building from appearing unduly dominant. In terms of loss of sunlight, the flats in Rotary House, being sited to the south of the proposal would not be affected and there are no

windows proposed in the flank elevation of the building facing Rotary House and the side walls to the roof terrace would prevent any overlooking to Rotary house.

As regards Crematorium Cottages, the proposed building and its roof terrace would be sited over 21m from the habitable room windows of the nearest house, No. 2 Crematorium Cottages and its rear amenity space.

As such, it is considered that the revised scheme overcomes the reason for refusal of the previous scheme and complies with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Saved Policies (September 2007) and the Council's SPD HDAS: Residential Layouts.

7.09 Living conditions for future occupiers

All the habitable rooms of the proposed flats would have an adequate outlook and all their facilities would be self-contained. The one-bedroom flats would have an internal floor area of 56m² and the ground and first floor studio flats would have floor areas of 45m², with the second floor studio unit having a floor area of 33m². These areas are adequate to ensure that the floor areas satisfy the Council's minimum floor areas of 33m² and 50m² for studio and one-bedroom flats as contained in the Council's SPD HDAS: Residential Layouts. It is therefore considered that the units would provide internal floor space to achieve adequate living conditions for their future occupiers. The scheme is considered to have overcome the third reason for refusal of the previous application (6885/APP/2007/3707).

Policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) requires the provision of amenity space, which is usable in terms of its shape and siting. The Council's SPD HDAS: Residential Layouts, advises that 20m² of amenity space is required for each studio and one-bedroom flats, giving a total requirement of 100m² for the 5 units. The proposal does not provide any ground floor amenity space. A shared roof terrace is proposed, with an area of 56m². However, this reduces to 40m² if the roof area shown to contain five solar panels is not included in the assessment of usable amenity area. The proposal also includes small balconies for each of the flats, but these would have floor areas of less than 3m². It is noted that there are public parks and open space within easy walking distance of the site, but the Council standards relate to private space and it is concluded that given the size of the shortfall from these minimum standards, a relaxation from standards would not be justified in this suburban location. It is therefore concluded that the size, form and location of the proposed amenity space is not considered to result in satisfactory usable amenity space for the occupiers of the development and as such, the proposal would not afford satisfactory living conditions for future occupants, contrary to policy BE23 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's SPD HDAS: Residential Layouts. The proposal fails to overcome the fifth reason for refusal of the previous scheme.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The Council's adopted car parking standards require a maximum provision of 1.5 spaces per unit and 6 spaces are proposed. The Council's Highway Engineer raises no objections to this level of provision and the general layout is acceptable. Other issues raised by the Highway Engineer relate to access around the disabled parking space, surface materials of parking spaces and access road, cycle parking and restriction of the width of access to 4.1m could be controlled by condition, if the application were not recommended for refusal. The proposal is therefore considered to comply with policies AM7 and AM14 of the adopted Hillingdon Unitary Development Plan saved Policies (September 2007) and overcomes the sixth reason for refusal of the previous scheme.

7.11 Urban design, access and security

This is dealt with in Sections 7.07 and 7.09.

7.12 Disabled access

The Council's Access Officer does not raise objection to the scheme, advising on detailed matters as regards compliance with Lifetime Homes standards. If the proposal had not been recommended for refusal, this could have been dealt with by way of a condition.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, Landscaping and Ecology

The Council's Tree Officer advises that an off-site Ash Tree immediately to the north of the site will possibly be required to be removed to accommodate the scheme, but no objections are raised to this loss. If the application had been recommended for approval, a comprehensive landscaping scheme would have been required as part of the reserved matters and conditions attached to any outline approval. As such, the scheme complies with policy BE38 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.15 Sustainable waste management

The proposal makes adequate provision for refuse/recycling storage, the details of which would have been required by condition if the application were being recommended for approval.

7.16 Renewable energy / Sustainability

The proposal does ensure that all the habitable rooms would be well served by natural daylight and five solar panels have been included on the roof terrace. An appropriate renewable energy scheme would have been conditioned if the application had not been recommended for refusal.

7.17 Flooding or Drainage Issues

Policy OE7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) advises of the need to provide flood protection measures in new development in areas liable to flood. A flood risk assessment has been submitted with the application and the Environment Agency advise of the need for a condition to ensure that finished floor levels are at a suitable height. This would have been attached if the application had not been recommended for refusal. As such, the scheme complies with Policy OE7 of the saved UDP.

7.18 Noise or Air Quality Issues

The site is surrounded by non-residential development, including the fire station immediately to the north, the car parking area serving Rotary House to the south and the 24 hour Burt Street Service Station to the rear. Such uses could generate disturbance to the occupiers of the proposed flats. However, the Council's Environmental Protection Officer considers that the potential for noise would be limited and could be mitigated through an appropriate condition requiring details of the windows and ventilation on the eastern facade to be submitted. If the application were to be approved, a condition would be recommended requiring such a scheme. As such, the scheme complies with policies OE1 and OE3 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) requiring details of a noise mitigation scheme.

7.19 Comments on Public Consultations

As regards the matters raised in the individual response letter, point (i) is noted. Point (ii) is dealt with in the main report and Point (ii), relating to dust/debris would have been conditioned as part of a Construction Management Plan. The matters raised in the petition in support are noted and the objections raised by the Ruislip Residents' Association have been dealt with in the main report.

7.20 Planning Obligations

Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 UDP policies are supported by more specific supplementary planning guidance.

Education Services advise that this scheme generates a need of a total contribution towards additional education space of £3,165 (Primary - £454, Secondary - £1,757 and £954 Post 16). As the application is being recommended for refusal, no detailed negotiations have been entered into with the developer in respect of this contribution. As no legal agreement to address this issue has been offered, the proposal fails to comply with Policy R17 of the UDP Saved Policies (September 2007) and it is recommended the application should be refused on this basis.

7.21 Expediency of enforcement action

Not applicable to this development.

7.22 Other Issues

The Council's Environmental Protection Officers and the Environment Agency raise concerns regarding the possibility of land contamination on site. However, they also advise that this could be dealt with by suitable condition(s) if the application were to be recommended for approval.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

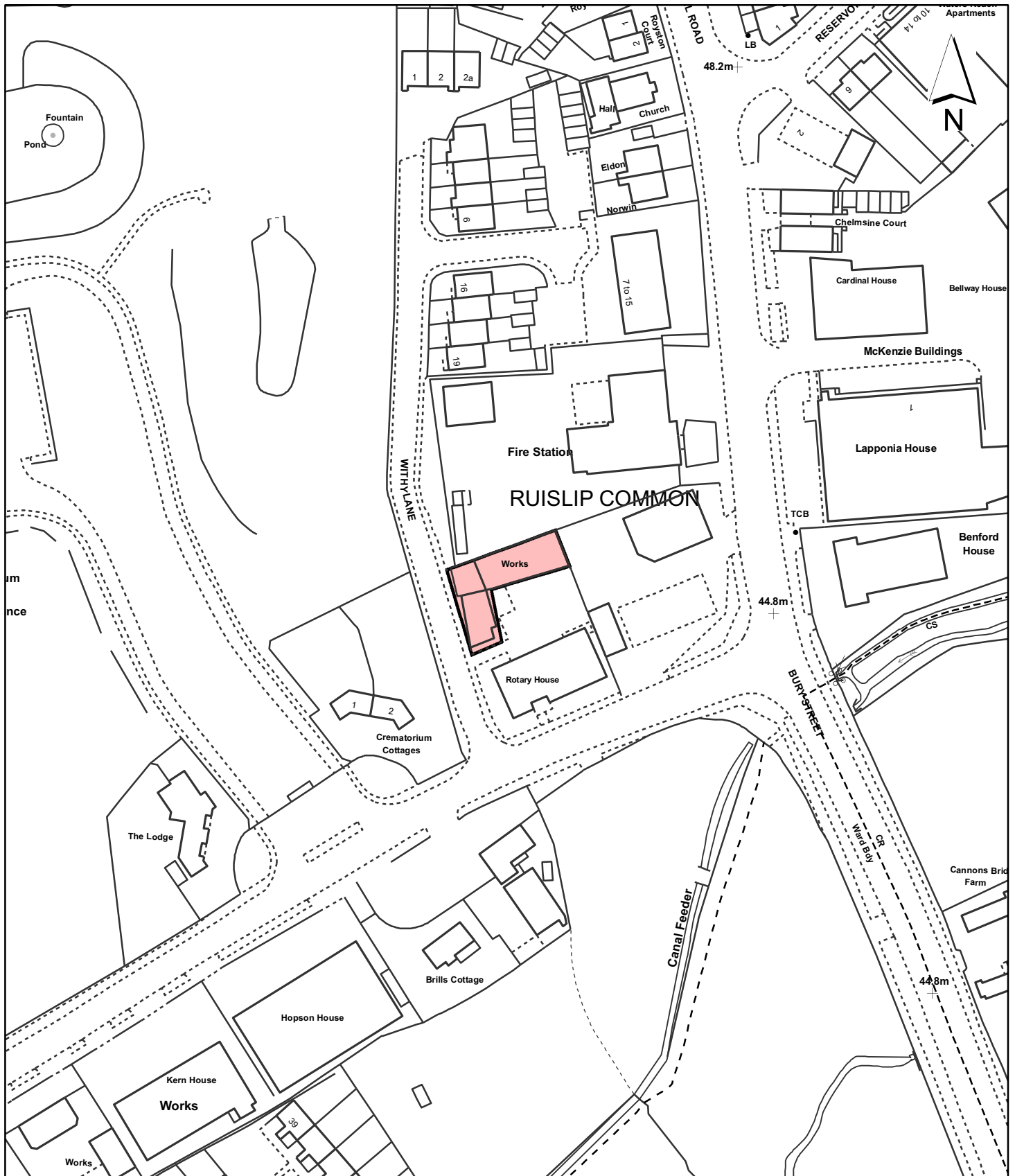
This scheme is considered to have too high a density, in excess of that recommended by the London Plan which fails to harmonise with the surrounding area and does not satisfy the minimum amount of amenity space required by guidance. The scheme also does not make provision to secure a contribution towards additional education facilities. The scheme is recommended for refusal.

11. Reference Documents


Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 3 (Housing)
The London Plan
Mayor's Interim Housing Supplementary Planning Guidance, April 2010
Hillingdon Unitary Development Plan Saved Policies September 2007.
Hillingdon Design and Accessibility Statement - Residential Layouts
Supplementary Planning Guidance - Educational Facilities
Consultation responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**The Ferns
Withy Lane
Ruislip**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

6885/APP/2009/2650

Scale

1:1,250

Planning Committee

North Page 70

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 91-97 HIGH ROAD ICKENHAM

Development: Change of use of first and second floors from Class B2 industrial use to 4 four-bedroom flats with side/rear external access staircase and rear first floor walkway and installation of new rear first floor walkway and staircase (Part Retrospective Application).

LBH Ref Nos: 14964/APP/2009/896

Drawing Nos: Design and Access Statement
BP/1616/ICK/10
BP/1616/ICK/11
BP/1616/ICK/12
BP/1616/ICK/06
BP/1616/ICK/07
BP/1616/ICK/70
BP/1616/ICK/09 Rev. B/04/10
BP/1616/ICK/13 Rev. E/04/10

Date Plans Received: 29/04/2009

Date(s) of Amendment(s): 29/04/2009

Date Application Valid: 08/06/2009

08/06/2009

19/04/2010

1. SUMMARY

This application seeks part retrospective permission to convert the first and second floors within this retail parade from a printers (Class B2) to residential use to provide 4 four-bedroom flats and retain an external side staircase and rear first floor walkway and install a new rear staircase. The first and second floors are currently in use as HMO accommodation which is unauthorised.

This application would authorise the removal of the B2 industrial use of the first and second floors from this predominantly residential area. Also, as the ground floor of the premises have already been converted from the original general industrial use to uses that are more compatible with residential use (Use Classes A1 and A3), the flats would now provide suitable living accommodation. Although the flats lack private amenity space, guidance advises that above shops, applications need to be viewed flexibly. In this instance, small shared balcony areas are provided and the development would provide similar accommodation to other residential accommodation within the parade. The staircase and walkway do not harm the visual amenities of the area nor have they resulted in any unacceptable loss of privacy to surrounding residential occupiers. A revised car parking layout has been provided. Although with a rear staircase, the accessibility of the rear yard area is improved, it is considered that the proposed car parking layout would be unworkable with at least two of eight spaces not being accessible once existing and proposed stairs are considered and the scheme makes inadequate provision for waste/recycling storage. The scheme is recommended accordingly.

2. RECOMMENDATION

1 NON2 Non Standard reason for refusal

The proposed car parking layout, given the siting of existing and proposed stairs/fire accesses would not be capable of implementation/full use of all the spaces and the proposal makes inadequate provision for the storage of refuse/recycling. The development would therefore be likely to generate additional on-street car parking, prejudicial to conditions of pedestrian and highway safety, contrary to policies AM7(ii) and AM14 of the adopted Hillingdon Unitary development Plan Saved Policies (September 2007).

2 NON2 Non Standard reason for refusal

The development is estimated to give rise to a significant number of children of school age and additional provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement at this stage has not been offered or secured, the proposal is considered to be contrary to Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the adopted London Borough of Hillingdon Planning Obligations Supplementary Planning Document (July 2008).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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
H8	Change of use from non-residential to residential
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS	Residential Layouts Accessible Hillingdon
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
OE5	Siting of noise-sensitive developments

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the northwest side of High Road, Ickenham and comprises the eastern part of a two/three storey retail parade (Nos. 81 to 97) with the second floor largely being contained within the roof, which includes projecting gable features and dormers in the front elevation and dormers at the rear. The ground floor units at Nos. 91 to 93 High Road are in Class A1 retail use as a Tesco Express, with the ground floor units at Nos. 95 and 97 being in use as restaurants. Previously, the whole of Nos. 91 to 97 High Road was in use as part of a commercial printers (Class B2) which included the upper floors being used as ancillary office space. These upper floors, the subject of this application, have been converted to HMO accommodation, without the necessary planning permission, accessed by means of a rear first floor walkway across the flat roofs of the ground floor units, via a side external staircase and passageway from High Road. The remainder of the terrace consists of commercial uses on the ground floor, with ancillary storage/office use and residential units above.

The north-western boundary of the application site abuts The Greenway, with a three storey block of ground floor flats with two storey maisonettes above to the northeast (Nos. 183 - 199 High Road). On the opposite side of the High Road, the former American Air base is being re-developed, mainly for residential with the West Ruislip Underground Station sited some 200m to the east. The rest of the surrounding area is predominantly residential. The site forms part of a retail parade as designated in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

3.2 Proposed Scheme

Part retrospective planning permission is sought for the change of use of the first and second floors from Class B2 (general industrial) to Class C3 (residential) to allow use as 4 four-bedroom flats. Permission is also sought to retain an external side staircase and altered access to the first floor. The external access stairs are attached to the northeast flank wall of the building, towards the rear and have a depth of 6.9m, rising to a height of 3.7m above ground level to provide access to the flats on an elevated walkway with 1m high railings above the existing flat roofs of the existing single storey rear commercial elements/extensions. The provision of the external staircase has enabled the flats to be accessed independently from the ground floors. The rear service yard would provide 4 off-street car parking spaces for the commercial units and 4 off-street car parking spaces for the flats, together with bin and cycle storage provision. Also, an additional external staircase is proposed, to provide direct access to the rear yard area from the existing first floor walkway.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has an extensive planning history. The relevant history relating to the upper floors is as follows:

14964/APP/2006/2429 - Retention of the change of use from office to four 3-bedroom flats at first and loft levels and installation of external access stairs was refused on 23/11/06 on the grounds of the residential use not affording adequate amenity above an industrial use and lack of a S106 agreement to provide additional education facilities. An appeal was subsequently dismissed.

14964/APP/2007/560 - Installation of an external staircase was refused on 25/05/07 on the grounds of the staircase would allow independent use and therefore facilitate the retention of the existing substandard form of residential accommodation, above a general

Class B2 industrial use and the external means of access was considered substandard.

14964/APP/2007/1178 for the change of use of four existing first/second floor office units to four 3-bedroom flats (incorporating roofspace accommodation) with side/rear external access staircase and rear terrace was refused on 04/05/07 on grounds of providing substandard accommodation above an industrial use and the staircase would allow independent use and therefore facilitate the retention of the existing substandard form of residential accommodation.

The latest part retrospective application (14964/APP/2008/1245) for a change of use of first/second floor office units to 4, four-bedroom flats with a side/rear external staircase and rear terrace was refused on the 26/08/08 for the following reasons:

1. The existing flats, due to their location above an authorised general industrial (B2) use on the ground floor and the potential for noise disturbance and other disturbances associated with such a use, constitute a substandard form of accommodation, detrimental to the living conditions of future occupants. As such, the development is contrary to policies OE1, OE3 and B8 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.
2. The proposed external staircase would enable independent access to the unauthorised first floor flats. This would facilitate the retention of the unauthorised use, which due to their location above an authorised general industrial (B2) use on the ground floor and the potential for noise disturbance and other disturbances associated with such a use, constitute a substandard form of accommodation, detrimental to the living conditions of future occupants. As such, the development is contrary to policies OE1, OE3 and H8 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.
3. The development is estimated to give rise to a significant number of children of school age and additional provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement at this stage has not been offered or secured, the proposal is considered to be contrary to Policy R17 of the Unitary Development Plan Saved Policies September 2007.

As regards the ground floor, the following applications are relevant:

63005/APP/2007/1175 at 97 High Road, Ickenham for the subdivision of ground floor to form a separate unit and change of use from class B2 (general industry) to class A3 (restaurant, snack bar, cafe) for use as a restaurant with installation of a new shop front and flue was approved on 29/06/07.

63006/APP/2007/1176 at 91-93 High Road, Ickenham for the sub-division of ground-floor to form a separate unit and change of use from class B2 (general industry) to class A1 (shops) for use for retail purposes and installation of a new shop front was approved on 29/06/07.

63007/APP/2007/1177 at No.95 High Road, Ickenham for the sub-division of ground-floor and change of use from class B2 (general industry) to class A3 (restaurants, snack bars, cafes) for use as a restaurant and installation of a new shop front was approved on 29/06/07.

Also, it is noted that planning application ref: 58425/APP/2004/348 at No.81 High Road, at the other end of the parade for the erection of a single storey rear extension and change

of use from Class A1 to a Class A3 restaurant was allowed on appeal. This scheme also resulted in the residential accommodation only being served by an external staircase from the ground to the first floor.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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
H8	Change of use from non-residential to residential
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS	Residential Layouts Accessible Hillingdon
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
OE5	Siting of noise-sensitive developments

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

12 neighbouring properties have been consulted.

Original Plans:

Two petitions and four individual responses (two from same objectors) have been received.

One petition, with 38 signatories makes the following comments:

- (i) The scheme has gone ahead despite being refused planning permission and without compliance with Building regulations and Health and Safety Legislation;
- (ii) Use of staircase and flat roofs involves overlooking of surrounding properties and gardens;
- (iii) The staircase steelwork overhangs the adjacent land not in applicant's ownership;
- (iv) Refuse facilities have not been provided and waste and refuse is scattered over the pavement

on a regular basis;

(v) Insufficient car parking will exacerbate existing problems of lack of parking experienced with the opening of Tesco and commuter parking for West Ruislip Station. This will be made worse with the opening of cafe facilities;

(vi) Works are out of character;

(vii) Works do not conform with the DDA. Access statements have not been submitted. The scheme discriminates against disabled persons letting the properties;

(viii) Adjoining/adjacent owners have not been notified.

(ix) Developers of the US Air force base have seriously increased housing densities with no improvements to infrastructure. Further accommodation will add to over-development with associated loss of budget business accommodation.

The other petition, organised by the Ickenham Residents' Association has 72 signatories and states:

'We, the undersigned, fully support the Ickenham Residents' Association in their objective of ensuring that the wishes of its members as well as the wishes of the people of Ickenham in general, are heard and understood by the London Borough of Hillingdon's North Planning Committee, when considering the proposal at the above address by voicing concerns, and asking the North Planning Committee to listen to the Association's comments.'

The individual respondents make the following points:

(i) This is a retrospective application, following 4 previous refusals, with the flats having been occupied for approximately 12 months.

(ii) No amenity space for tenants.

(iii) Proposal does not improve area, contrary to policies BE13 and BE19.

Hung out washing in particular creates slum like appearance, out of character with area.

(iv) External staircase has direct view into main bedroom window and rear garden of No. 199 The Greenway, less than 3m away from bedroom and overlooks No. 22 The Greenway.

(v) Scheme due to siting, appearance, traffic generation, congestion, noise and vibration, including use of staircase is harmful to residential amenity, contrary to policies OE1 and H7.

(vi) Inadequate waste facilities, causing littering and rat problem,.

(vii) External staircase overhangs boundary of No. 199 The Greenway but have been advised by the London Borough of Hillingdon that this is a civil matter but legal advice received was that unable to take legal action as overhang is de-minimus.

(viii) Refuse provision at rear involves circuitous route for residents, along the High Road and back round The Greenway. In practice, this will not happen and rubbish is left at the side, blocking the side access.

(ix) For similar reasons, the proposed car parking at the rear is inconveniently located for residents, and results in people climbing on fence/trespassing on neighbouring property to access the staircase rather than walking round the front to access the High Road. Other residents in The Greenway also do this as a shortcut, increasing risk of damage/vandalism, crime and loss of privacy to my property. Unable to increase height of fence due to overhanging staircase. Side staircase should be removed, and rear staircase installed.

(x) Inadequate car parking provision for 4 -bedroom properties and ground floor commercial uses. Layout is also not safe, particularly as some drivers may possibly be under the influence of alcohol from the restaurants. This will exacerbate existing parking problems.

(xi) No disabled parking provision.

(xii) Staircase cannot accommodate ambient disabled people.

(xiii) External staircase will be only means of access to premises and has not been built in accordance with relevant building or fire regulations and is therefore a safety risk, resulting in substandard form of accommodation, contrary to H7 (iii).

(xiv) Lack of leisure and community facilities is contrary to policy R17.

(xv) Rear of the building is being converted into two small business units, again without planning permission.

Ward Councillor:

I am extremely concerned about the parking situation on this site. Parking on this site will be chaotic, despite our efforts to regularise it.

Ickenham Residents' Association:

First Response dated 29th June 2009:

'The previous application 2008/1245 was for the same Change of Use, this time round leaving out the roofspace accommodation, and we feel the Schedule of Reasons 1, 2 and 3 for refusal dated 26.08.09 remains unchanged. The Association objects to this new application.'

Second Response dated 17th October 2009:

'We refer to our letter dated 29 June 2009 in which we recorded our further objection to the above application and enclose our petition asking to address our concerns about this application before the North Planning Committee.'

These upstairs rooms are still classed for office use only and permission to convert them into flats has been refused several times. Despite the lack of planning permission, it appears that the offices have already been converted into flats, which we understand are already registered as HMOs, and the external staircase has already been constructed in such a way as to overlook neighbouring properties, giving significant loss of privacy. The works are ongoing and we understand that serious concerns as to the safety and design of the works have already been raised with you by local residents. We urge Building Control Services to take control of this situation as a matter of urgency.

Further, there are no adequate parking arrangements in an area already struggling to cope with the parking pressures of the restaurant (soon to be 2 restaurants), Domino Pizza and Tesco Express. 1 space per flat will simply encourage significant additional on-road parking. Given their HMO status, the 4-bed flats are likely to be occupied by up to 4 independent individuals or couples creating the possibility of 16 or more additional vehicles.

The lack of refuse facilities is also a concern given the numbers already occupying the premises.

We therefore urge you to once again recommend this application for refusal and insist upon enforcement action being taken to return the properties to offices, in line with the current permission, and so correct this flagrant breach of planning permission.'

Revised Plans:

12 neighbouring properties and the Ickenham Residents' Association have been consulted on the revised plans. Three letters have been received, two from the same objector, one of the letters stating that it represents a considerable group of local residents. In addition to the re-iteration of previous comments, the further responses make the following additional points:-

Individual objections:

- (i) There appears to be an addition to the Oriental Takeaway referenced C1 on the plans which has been built without planning permission and has no foundations;
- (ii) Revised plans a delaying tactic;

- (iii) Submitted plans do not show rear elevation of Tesco's as built and is misleading. There are steps and handrail at the rear so only 3 spaces exist at the rear, the plans show 4 and these spaces only used by Tesco as part of their lease agreement. Refuse bins also stored here. No staff parking for commercial uses and inadequate space for deliveries/servicing resulting in increased use of adjoining roads for parking/turning, adding to use made by adjoining commercial uses;
- (iv) Staircase is not shown on car parking plan. There appears to be not enough space for the resident's parking and would be further obstructed by the new staircase. This space would be used to service the restaurants. Risk of conflict and injury;
- (v) Bin storage is inadequate for 2 restaurants and 4 families;
- (vi) Bicycle stand is a shed with a sloping roof, built without permission and foundations and unsuited to support a staircase;
- (vii) Car parking has already been allocated to restaurants and Tesco's. Application submitted by the Indian and Chinese Restaurant differ to those of the flats. Suggests owner of the flats has no intention in complying with any planning application and provide parking for the flats;
- (viii) Proposed staircase will overlook adjoining private spaces and a children's nursery;
- (ix) Having staircase at the side and rear will increase numbers using it as a shortcut from the rear to High Street, increasing risk of anti-social behaviour including theft, damage and vandalism to property, litter in garden, noise and overlooking of bedroom and garden. As access unacceptable, permission should be refused;
- (x) Not acceptable for developers to disregard safety, flaunt planning policies, submit inaccurate plans and build what they like;
- (xi) New staircase appears very narrow and steep for public use, not in accordance with disabled access standards;
- (xii) Lighting needed on stairs as otherwise their use would be dangerous, would disturb neighbours;
- (xiii) Staircase, close to asbestos roof and over flammable material storage areas would be dangerous;
- (xiv) Flats partly used by transient builders who park vans in rear yard. Refuse storage area would be blocked and increase in litter and oil leaks;
- (xv) Down pipes discharge into rear yard, making it slippery;
- (xvi) Housing Department under the delusion that permission has been granted for this change of use;
- (xvii) One of restaurants does not have planning permission;
- (xviii) Extraction vent from Asian restaurant has been installed which is a fire risk and environmentally unacceptable with noise and odours;
- (xix) There are breaches of former planning applications, such as siting of extract flues;
- (xx) Hillingdon Building Control claimed approved Inspector was working on this project, but this is false.

Ickenham Residents' Association:

- (i) Extremely frustrated at the whole series of applications and apparent disregard in relation to current planning guidelines;
- (ii) Tesco Express now on site that will aggravate existing parking problems;
- (iii) Auctioneer's literature complicates the whole issue;
- (iv) The staircase and walkways appear much greater in size which will be very obstructive and unappealing in the street scene.

Internal Consultees

Highways Engineer:

The site is located on the north-western side of High Road, approximately 27m northeast of its junction with The Greenway. High Road is a Classified Road (B466) and is designated as a Local Distributor Road in the Council's Unitary Development Plan.

West Ruislip Station is a short distance to the northeast and the area is also served by buses.

Parking in front of the parade of shops 81-97 is restricted by single yellow line restrictions, which operate between 8am-9.30am and 4.30pm-6.30pm Monday to Friday, and 8am-9.30am on Saturday. A continuous parking bay is marked in front of the shops outside the restricted hours. Parking at the junction of High Road and The Greenway is prohibited by 'at any time' restrictions, which continue on both sides in The Green up to its junction with the north-eastern arm of The Greenway. It is unrestricted to park on the north-eastern arm of The Greenway rear of the application site, where parking has been observed to be congested.

The site has a commercial element on the ground floor consisting of a Tesco express store and two restaurants and a residential element above consisting of 4x4 bedroom flats. The submitted plans show 4 off-street car parking spaces at the rear of the Tesco store for the commercial element and 4 car parking spaces and 8 cycle parking spaces for the residential element at the rear of the restaurants. Some of the parking spaces are in front/close to the fire exits, which should be avoided. A bin storage area is also shown at the rear of the site but the applicant has not specified if this would be used for the residential or commercial element of the site. The proposed bin storage is assumed to be for the residential element. Currently, 5 no. four wheeled bins related to the commercial element of the site are placed within the rear hard standing area. Due to the two staircases, 1 existing at the rear of the Tesco store and 1 proposed for the flats above, and the need to accommodate commercial refuse storage, three car parking spaces could not practically be used, reducing the off-street car parking provision to 5 (3 spaces for the flats and 2 spaces for the commercial element). In addition the proposed residential car parking, staircase to the flats, and single storey rear extension would affect the rear servicing area of the ground floor.

Four bedroom flats are family units and therefore 3 spaces are not considered adequate in this case. The ground floor consists of a Tesco store and two restaurants, the reduction of the parking spaces to 2 is not considered acceptable given their parking and servicing requirements. The planning permissions granted previously require 2 parking spaces for the restaurants in addition to the parking spaces for the Tesco store.

Consequently, in light of the above considerations, the application is recommended to be refused, as it is considered to be contrary to the Council's policy AM14.

EPU:

It is noted that 91-93 High Road (A1) is occupied by Tesco Express and 95-97 (A3) by Punjabi Cuisine Ltd likely to be trading in the near future as Planet Bollywood.

Both premises below the application site have recently granted permissions including conditions restricting collections (of waste) and deliveries to the daytime period. 95-97 is likely to benefit from a Premises Licence allowing regulated entertainment such as live and recorded music until 23:00hrs.

I do not wish to object to this application.

Access Officer:

In assessing this application, reference has been made to London Plan Policy 3A.5 (Housing Choice) and the Council's Supplementary Planning Document 'Accessible Hillingdon' adopted January 2010.

However, having considered the detail of the existing site and the constraints it presents in terms of accessibility, it would be unreasonable to apply the above policy and/or require the applicant to

provide access for disabled people to the first floor. The building is fundamentally inaccessible and predates the legislation that requires developers to consider the needs of disabled people. I therefore have no further comments to make on this application.

Education Services: An education contribution of £38,492 is sought.

Waste Services: The plans do not indicate bin provision and are vague on a bin store area. Details of bin storage are required. All units should also have a food waste grinder included as standard.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development seeks permission to bring the upper floors of this part of the parade into residential use, which appears to have been their historic use, albeit tied to the ground floor uses with full height internal staircases. There is no objection to the loss of the industrial use in terms of Policy LE4, given the clear potential for conflict with the amenity of surrounding residential occupiers by reason of noise generation, vibration, potential for smells and fumes and other general disturbance resulting from an industrial use in such close proximity to adjoining residential properties. Furthermore, there is no objection in principle in creating additional residential uses within this residential area. As such, the proposal is considered to comply with policies BE19 and LE4 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.02 Density of the proposed development

As this scheme is to change the use of part of an existing building, residential density is not strictly relevant as this applies to new build schemes. However, with 35 units per hectare (u/ha) and 235 habitable rooms per hectare (hr/ha) the scheme is within the density guidelines of the London Plan which requires that new housing within a suburban setting and a PTAL score of 3 to generally be in the range of 150 - 250 habitable rooms per hectare (hr/ha) and 35 - 65 units per hectare (u/ha).

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

Not applicable to this development.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

Not applicable to this development.

7.06 Environmental Impact

Not applicable to this development.

7.07 Impact on the character & appearance of the area

The only external alterations to the building that have resulted from the change of use have been the installation of an external staircase and rear walkway. The staircase is set back on the side elevation of the parade so that it would not be readily visible from the High Road. The staircase and rear walkway with their associated railings can be seen from The Greenway, however, such features are typical at the side/rear of parade buildings. An external rear staircase is also found on this parade, at No. 81 High Road which was allowed on appeal. The existing and proposed staircases and walkways would either be sufficiently set back from the road frontages and/or be viewed against the back drop of existing buildings so that they would not appear unduly detrimental to the visual amenities of the street scene or the surrounding area. No objections are raised on design grounds to the additional proposed staircase and walkway at the rear, which would match the design of the existing staircase and walkway. The development therefore complies with Policies BE13 and BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.08 Impact on neighbours

The proposed change of use represents a significant improvement for surrounding residential occupiers in terms of the potential for noise and general disturbance as compared to the authorised Class B2 industrial use of these premises.

The use of the external staircase, being sited towards the rear of the side elevation of the parade would not permit any overlooking of the front and rear elevations of Nos. 183 to 199 High Road, the adjoining block of flats/maisonettes. The only side windows on this block facing the application site are three small obscure glazed windows, one on each floor. The adjoining building itself is therefore not overlooked. Amenity space for the ground floor units in this block is provided at the front, adjoining the High Road. The staircase does permit views over the amenity space of No. 199, the adjoining ground floor flat. This amenity space is already overlooked by Nos. 193 and 199, the two maisonettes above, but the staircase would exacerbate the situation, albeit intermittently, mainly as residents exited the flats. However, it is considered that had this application not been recommended for refusal, a condition requiring an appropriate screen on the side of the staircase would effectively prevent the loss of privacy from the use of the external stairs and with an appropriate design, would not appear unduly unsightly or intrusive, given its siting adjacent to an existing flank elevation of a three storey parade.

As regards the rear walkway, design guidance advises that in order to safeguard the privacy of adjoining neighbours, properties and their private amenity areas, taken to be the 3m depth of rear garden immediately adjoining the rear elevation should not be overlooked within a 21m distance. In this instance, the existing walkway is sited over 30m from the nearest residential boundary in The Greenway. Also, although the new rear staircase would bring the new staircase within 21m, the breach is marginal and the staircase would only be within a 21m distance of the end of the rear gardens of Nos.2 and 22 The Greenway, which would be fully compliant with design guidance as the properties themselves and their private patio areas would remain sufficiently remote so as not to be overlooked within the 21m distance. The existing and proposed walkways and staircases, given their siting, would not permit views into adjoining first floor property windows in the parade. It is therefore considered that had the application not been recommended for refusal, subject to a condition requiring a side screen to the side external staircase, the development would not result in a loss of privacy to surrounding residential occupiers, in accordance with policy BE24 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and relevant guidance in the Council's HDAS: 'Residential Layouts'.

Although the use of the metal staircase has the potential to generate noise and vibration, such staircases are a traditional means of providing access to first floor units in parades. A similar external staircase was also approved on appeal at No. 81 at the other end of the parade. As such, no objections can be raised to the staircase in terms of policy OE1 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.09 Living conditions for future occupiers

In terms of the accommodation provided, the units would be self-contained with their own access and internal staircases to access the second floor bedrooms. All facilities are self-contained and habitable rooms have adequate outlook. Three of the flats would have an internal floor area of 95sq.m., with the end unit having a floor area of 98sq.m., satisfying the Council's 87sq.m. minimum standard for 4 bedroom flats.

The rear walkway would pass close to the first floor windows of the proposed flats but the nearest windows would serve kitchens.

The Council's guidance at paragraph 4.19 for new build schemes states that non-family flats above shops do not have to provide external amenity space. With 4 bedrooms, these units would provide family housing. However, each flatted pair share a 19sq.m. area of external amenity space sited between the first floor projecting wings of the parade. It is considered that this space, although not ideal, does provide at least a small amenity area and a place to dry clothes. Furthermore, adjoining units in the parade do not provide any amenity space and are of a comparable size.

The most recent application (14964/APP/2008/1245) was refused due to concerns regarding the living space being provided above an established general industrial use and lack of a S106 contribution. At that time, although various permissions for change of use of the ground floor had been granted, they had not been implemented. The agents did send an e-mail at the time which stated that construction work in accordance with the implementation of the approved retail use at Nos. 91-93 High Road was currently being undertaken and leases had also been signed in respect of the ground floors at Nos. 95 and 97 High Road. However, the officers report considered that there was no vehicle for ensuring that the approved schemes were implemented via either conditions or legal obligations. The current situation differs in that the ground floor approvals at Nos. 91 to 97 have now all been implemented for A1 and A3 uses. As such, ground floor uses are now more compatible with residential use and reasonably typical within retail parades. It is considered that planning permission to use the first and second floors for residential use can no longer reasonably be withheld on this ground.

Policy H7(iii) refers to residential units above ground floors having internal staircases. The flats do have individual internal staircases between the first and second floors. The external access from ground to first floor requires an external staircase. It is not considered that a reason for refusal based on this would be upheld at appeal.

It is therefore considered that the accommodation provided does now provide suitable living accommodation, in accordance with policies BE19, OE1 and OE3 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposed scheme shows 4 off-street car parking spaces being provided for the shops and 4 spaces for the 4 flats. Revised plans have also been submitted which amend the car parking layout and show an additional staircase accessing the rear yard area from the rear walkway, avoiding the somewhat circuitous route whereby occupiers of the flats have to walk around the whole parade to access car parking at the rear. Although this level of provision has generally been agreed as part of other permissions on this site, it appears that the current use of the site would not allow all of these spaces to be provided. A rear concrete stair providing rear staff access/fire escape to the Tesco store has involved the loss of one of the parking spaces, and another space would effectively be removed by the need for the store to provide refuse storage without blocking the rear access. The proposed rear staircase would also restrict access to one of the flat's parking spaces. The Council's Highway Engineer advises that 5 car parking spaces would not be adequate to serve both the commercial and residential elements on this site. In addition, a combination of a single storey rear extension that has been built, the proposed siting of the new staircase in relation, together with the residential parking would restrict rear servicing of the site.

As such, it is considered that the application be refused, as it is contrary to policies AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2009).

7.11 Urban design, access and security

See Section 7.07

7.12 Disabled access

The Access Officer advises that given the inherent nature of the existing accommodation, the building is fundamentally inaccessible for disabled people. No provision in terms of disabled access/Lifetime Homes standards is required.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, Landscaping and Ecology

Not applicable to this development.

7.15 Sustainable waste management

The submitted plans show provision being made for refuse at the rear of the site. It is considered that this provision is inadequate and this forms part of the reason for refusal.

7.16 Renewable energy / Sustainability

Not applicable to this development.

7.17 Flooding or Drainage Issues

Not applicable to this development.

7.18 Noise or Air Quality Issues

If the application had not been recommended for refusal, a condition requiring the submission and implementation of a noise insulation scheme could have been attached. As such, the scheme complies with policy OE1 and OE3 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.19 Comments on Public Consultations

As regards the specific comments raised by the petitioners, the works carried out on site, without the necessary planning permission, have been carried out at the applicant's own risk. Compliance with Building Regulations and Health and Safety Legislation is not a planning matter (Point (i)). Points (ii), (iv), (v), (vi) and (vii) have been dealt with in the main report. As regards point (iii), issues of encroachment is a civil matter and not material to the consideration of the planning merits of the case. As regards point (viii) all relevant neighbouring properties have been consulted. In terms of point (ix), as a S106 has not been secured as part of this application, the proposal is not considered to have made an adequate contribution to the improvement of local facilities, commensurate with the scale of development.

As regards individual responses, point (i) is noted. Points (ii), (iii), (iv), (v), (vi), (viii), (ix), (x), (xi), (xii) and (xiv) have been dealt with in the main report. Point (vii) is dealt with at point (iii) made by the petitioner's above. As regards point (xiii), compliance with the building and fire regulations is not dealt with through planning legislation. As regards point (xv), this is not correct.

7.20 Planning Obligations

Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 UDP policies are supported by more specific supplementary planning guidance.

Given the nature of the development, only a contribution towards education provision would be required. Education Services advise that a contribution of £38,492 is required for

nursery, primary, secondary and post-16 space. As the application is being recommended for refusal, no legal agreement to address this issue has been secured. Therefore, the proposal fails to comply with Policy R17 of the UDP Saved Policies (September 2007) and it is recommended the application should be refused on this basis.

7.21 Expediency of enforcement action

This issue would need to be considered as part of a further report to committee.

7.22 Other Issues

Not applicable to this development.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable to this development.

10. CONCLUSION

The development would allow the residential re-use of the upper floors in this part of the retail parade. It is considered that the accommodation would now provide acceptable living space, given that the ground floor use has changed from general industrial to retail (Class A1) and restaurant (Class A3) uses that are more compatible with residential use. Furthermore, the development, including the access arrangements, have not been detrimental to the visual amenities of the area and although the use of the external staircase does involve some loss of privacy to the adjoining amenity area of the adjoining ground floor flat, this is not so significant to justify a reason for refusal, given the existing overlooking of the flats above and had the application not been recommended for refusal,

a condition would have required side screening to be provided. However, it is considered that the parking arrangements are not satisfactory as 3 of the 8 spaces would not be capable of use and the proposed refuse storage/recycling provision is inadequate. The scheme is recommended for refusal.

11. Reference Documents

London Plan (February 2008)

Hillingdon Unitary Development Plan Saved Policies (September 2007)

Hillingdon Design and Accessibility Statement: 'Residential Layouts' and 'Accessible Hillingdon'

Hillingdon Supplementary Planning Document, July 2007: Planning Obligations


Letters making representations

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
91-97 High Road, Ickenham	
Planning Application Ref: 14964/APP/2009/896	Scale 1:1,250
Planning Committee North Page 86	Date July 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



Report of the Head of Planning & Enforcement

Address 41 RUSHDENE ROAD EASTCOTE

Development: Single storey rear extension with glass panelling to rear

LBH Ref Nos: 51162/APP/2010/247

Drawing Nos: Location Plan at Scale 1:1250
tpo 614
Block Plan at Scale 1:100
TSG/41RR/PRK/05/P(S)
TSG/41RR/PRK/03/P(S)
TSG/41RR/PRK/04/P(S)
TSG/41RR/PRK/02/P(S)

Date Plans Received: 09/02/2010 **Date(s) of Amendment(s):** 09/02/2010
Date Application Valid: 02/03/2010 22/02/2010

1. CONSIDERATIONS

1.1 Site and Locality

The application site is situated on the east side of Rushdene Road and comprises a substantial two storey detached property with a hipped roof and front projecting gable. To the front there is a single integral garage. There is a beech tree covered by TPO No 614 situated in the front garden, set 1m back from the public footway. The property is a newly constructed infill plot, in a street characterised mainly by semi-detached properties. The land in the locality is sloping with the rear gardens falling away from the properties. The dwelling is within a 'developed area' as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

1.2 Proposed Scheme

The application seeks planning permission for a single storey rear extension. This extension would be finished with a crown roof, with glazing in the rear roof slope, at a maximum height of 3m. The extension would be 3.6m deep and 9.85m wide, spanning the full width of the existing property with a small projection of 0.35m towards the southern boundary. On the south side of the proposed extension a 2m high parapet wall would be provided.

In regard to the proposed dimensions, it is noted there are a number of discrepancies shown on the submitted plans and these are summarised as follows:

1. Drawing TSG/41RR/PRK/01/P (S) - The extension is shown to be 10.05m wide, with a hipped roof to either side, and a parapet wall on the southern boundary. The hipped roof

and parapet wall covers an area of 2.1m, with the northern facing hipped area covering 1.2m. This does not correspond with the rear elevation;

2. Drawing TSG/41RR/PRK/02/P (S) - The extension is shown to be 9.9m wide, with the hipped roof to the south side with its parapet wall covering an area of 1.8m and the hipped roof on the north side covering 0.65m;

3. Drawing TSG/41RR/PRK/04/P - The extension is shown to be 2.9m high, whereas other drawings show it at 3m high.

4. Drawing TSG/41RR/PRK/05/P - Shows the storage room to the side to have a footprint of 1.95, which does not correspond to the proposed window arrangement shown on the rear elevation.

The onus is on the applicant to provide accurate information in order that the proposal can be properly assessed and had the application not been recommended for refusal accurate drawings would have been sought.

1.3 Relevant Planning History

51162/99/0399 Forming Part Of 39 Rushdene Road Eastcote Pinner
Erection of a five-bedroom detached house

Decision Date: 24-09-1999 Refused **Appeal:**

51162/APP/1999/2320 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED HOUSE

Decision Date: 07-07-2000 Approved **Appeal:**

51162/APP/2000/1899 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED DWELLINGHOUSE

Decision Date: 02-10-2000 Refused **Appeal:**27-FEB-01 Dismissed

51162/APP/2000/620 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM HOUSE

Decision Date: 07-07-2000 Refused **Appeal:**

51162/APP/2001/852 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED HOUSE (INVOLVING GABLE ENDS)

Decision Date: 25-07-2001 Refused **Appeal:**04-DEC-01 Dismissed

51162/APP/2002/77 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED DWELLING WITH INTEGRAL GARAGE

Decision Date: 27-05-2004 Refused **Appeal:**18-FEB-05 Dismissed

51162/APP/2007/2544 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED DWELLING WITH INTEGRAL GARAGE,
MODIFICATIONS TO PLANNING PERMISSION 51162/APP/1999/2320 DATED 7TH JULY
2000 (ERECTION OF A FIVE-BEDROOM DETACHED HOUSE) (RETROSPECTIVE
APPLICATION)

Decision Date: 11-03-2008 Refused **Appeal:**26-JAN-09 Dismissed

51162/APP/2007/512 Forming Part Of 39 Rushdene Road Eastcote Pinner
FIVE BEDROOMHOUSE

- Decision Date:** 05-11-2007 Withdrawn **Appeal:**
51162/APP/2008/425 41 Rushdene Road Eastcote
ERECTION OF A REAR CONSERVATORY (RETROSPECTIVE APPLICATION).
- Decision Date:** 22-04-2008 Refused **Appeal:**
51162/APP/2009/1286 41 Rushdene Road Eastcote
Variation of condition 4 of planning permission reference 51162/APP/2009/466, dated 05-06-2009, to allow for alteration of the fenestration arrangement to the dormer window, involving increasing the glazed area from a 2-light window to a 3-light window.
- Decision Date:** 24-08-2009 Withdrawn **Appeal:**
51162/APP/2009/1287 41 Rushdene Road Eastcote
Single storey rear extension.
- Decision Date:** 24-08-2009 Withdrawn **Appeal:**
51162/APP/2009/1288 41 Rushdene Road Eastcote
Single storey rear extension.
- Decision Date:** 24-08-2009 Withdrawn **Appeal:**
51162/APP/2009/285 Forming Part Of 39 Rushdene Road Eastcote Pinner
Conservatory to rear and conversion of roofspace for habitable use with a rear dormer (Application for a Certificate of Lawfulness for an existing use or operation or activity).
- Decision Date:** 02-03-2009 NFA **Appeal:**
51162/APP/2009/466 41 Rushdene Road Eastcote
ERECTION OF A FIVE BEDROOM DETACHED HOUSE WITH INTEGRAL GARAGE (RETROSPECTIVE APPLICATION)
- Decision Date:** 05-06-2009 Approved **Appeal:** 14-DEC-09 Dismissed
51162/APP/2009/467 41 Rushdene Road Eastcote
Rear conservatory and dormer window (Application for a Certificate of Lawfulness for a existing use or operation or activity).
- Decision Date:** 02-04-2009 Withdrawn **Appeal:**
51162/APP/2010/124 39 And 41 Rushdene Road Eastcote
Installation of 1m high front boundary fencing and pedestrian gate, together with a revised layout plan for the site frontage (amendment to application 51162/APP/2009/466) involving a replacement crossover to access the off-street parking area.
- Decision Date:** **Appeal:**
51162/APP/2010/246 41 Rushdene Road Eastcote
Single storey rear extension.
- Decision Date:** **Appeal:**
51162/APP/2010/817 41 Rushdene Road Eastcote
Single storey rear extension

Decision Date:**Appeal:****Comment on Planning History**

There are two further applications running concurrently with this application, one for a single storey rear extension (an alternative development to that being considered here) (51162/APP/2010/246) and another for the installation of boundary fence and gates to front and vehicular crossovers to both 39 and 41 (51162/APP/2010/124).

The application site has a complex planning history, with the most recently approved application on this site resulting in a retrospective planning approval for the erection of the dwelling on site.

However, it should be noted that during the construction of this property, an unauthorised conservatory was erected at the rear of the dwelling and a retrospective application to retain it was refused and a subsequent appeal dismissed. In the decision the inspector commented as follows:

'the rear ground floor elevation of No. 41 extends a significant amount beyond that of the ground floor elevation of No. 43 and the conservatory extends some 3.7m beyond that. The resultant building extends significantly beyond the rear elevations of the adjoining dwellings and I noted that the conservatory is readily seen from the house at No. 43 and more particularly the garden. I have formed the view that the extent of the development and the height of the conservatory result in an over intrusive impact on the gardens of the adjoining property and cause a significant loss of residential amenity.'

In his summing up the inspector concluded:

'Whilst I have found no significant harm in respect of the porch or the roof lights along the single storey side projection, I have found that in respect of the dormer and conservatory the development would have significant harm to the amenity and character of the area and to living conditions of the adjoining properties.'

In relation to the siting and footprint of the current proposal, although now shown at a lower slab level, it is considered similar to the previously assessed conservatory addition. As such, the inspectors comments are considered material to the determination of this current application.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

29 Neighbours and interested parties consulted, six responses received, including one from the Eastcote Residents Association which make the following comments:

1. This single storey extension has already been subject of a previous application and an appeal which was refused, there are no significant changes in the latest application to alter the original reasons for refusal;
2. The drawings are misleading - No 41 is built on the boundary;

3. The development would have a detrimental effect on the West Towers Conservation Area;
4. The proposed extension is beyond the building line of neighbouring properties. This with its high visibility is detrimental to other properties in the area;
5. The existing building is already over-developed without continued attempts to produce a mega-structure in a road which is characterised by bungalows and conventional semi-detached houses;
6. I am disappointed that there is another application - will it be never ending, only causing discomfort to the proposer;
7. The house already looks completely out of sync with the rest of the road, and the loft conversion looks too big to compliment the dwelling. Any further extension will take away further privacy from adjoining homes;
8. In the past two applications for a rear extension to this building have been considered at appeal, both of which were refused - surely this still applies;
9. Any additional building to the rear of this property, which is already dominant and oppressive, means my outlook would be a concrete jungle;
10. This site has caused us nothing but stress for years - this should be refused;
11. The previous appeal stated, due to the lie of the land and as No. 41 sits higher than No 43, any development at No 41 would be highly visible to neighbouring properties.

Officer comments - The majority of these points are addressed in the full report, however, in relation to Point 3 the London Borough of Harrow have been consulted and raised no objection to the proposal.

Ward Councillor - Has requested that the application be determined at the North Planning Committee.

London Borough of Harrow - No objection.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- | | |
|----------|--|
| 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. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| AM14 | New development and car parking standards. |
| HDAS | Residential Extensions |
| LPP 4A.3 | London Plan Policy 4A.3 - Sustainable Design and Construction. |

5. MAIN PLANNING ISSUES

The main considerations are design and impact upon the dwelling and wider locality and the impact upon the amenities of adjoining occupiers.

Policy BE15 of the UDP (Saved Policies September 2007) requires extensions to harmonise with the scale, form, architectural composition and proportions of the original building. The adopted Supplementary Planning Document (SPD) HDAS: Residential Extensions, section 3.0, states that careful thought must be given to the size, depth, location, height and overall appearance of the extension and Section 3.1 emphasises that the extension should always be designed so as to appear subordinate to the original house.

Despite the inaccuracies in the submitted plans it has been possible to assess the impact of the extension on the amenities of the adjoining properties. However, with regard to loss of light or outlook to adjoining occupiers, the SPD: Residential Extensions, Section 3.1 states that extensions should not protrude too far from the rear wall of the original house because the extension may block daylight or sunlight to neighbouring properties, Section 3.4 states on a detached house an extension of up to 3.6m deep is acceptable.

The main properties to be affected would be Nos.39 and 43 (to either side). The application site is a newly constructed property with a depth which is already greater than the adjoining properties and whilst it is accepted that this property has not had any previous extensions, it is considered due to the depth of the original property that the maximum level of development has already been reached on the site and that any further additions to the rear of this property would result in an overly dominant and obtrusive feature in relation to these neighbouring properties.

Furthermore, this matter is compounded by the changing site levels, with the slab level of the existing dwelling being at a significantly higher level than the garden land and patio areas of the neighbouring properties. As such, due to the large span depth, this property is already at the maximum dominance that would be considered acceptable without resulting in a detrimental impact on adjoining occupiers. Therefore, it is considered, even with the proposed lower slab level for the extension, whilst this addition would not significantly obstruct sunlight or daylight to the adjacent properties, due to the additional depth that would be added to this property, the proposed rear extension would be considered overly dominant, resulting in a loss of outlook and therefore contrary to Policy BE20 and BE21 of the UDP (Saved Policies September 2007).

With regard to loss of privacy, there would be no side facing openings facing the neighbouring property No.43, save a rooflight serving a proposed storage room and therefore this could be conditioned to be obscure glazed and non-opening to avoid any future over-looking concerns. In relation to the side facing openings towards No.39, due to the single storey nature this aspect could be addressed by a screen fence condition. Therefore, this proposal (subject to condition) would comply with Policy BE24 of the UDP (Saved Policies 2007) and with the Supplementary Planning Document HDAS: Residential Extensions.

It is considered, that all the proposed habitable rooms and those altered by the development still maintain an adequate outlook and source of natural light, therefore complying with Policy 4A.3 of the London Plan (2008).

With regard to design and appearance, the SPD HDAS: Residential Extensions, states that applications for extensions should be assessed against the affect on the original

house and should always be designed to appear as subordinate (3.1 rear extensions). The proposed extension is shown at a depth of 3.6m and the SPD: Residential Extensions, states (Section 3.4) that a depth of 3.6m would be acceptable on a property of this nature.

However, this is a substantial property with a long span depth and whilst the extension complies with the maximum depth guidelines in the SPD, in terms of its design, differing slab level, the excessive depth that would result in conjunction with the depth of the existing property and differing roof finish, the proposal is considered to result in an incongruous addition that would fail to respect the architectural merit of the existing property, with the resultant building appearing overly dominant and out of character with the surrounding residential properties and wider area. As such, the proposal would be contrary to policies BE13, BE15 and BE19 of the UDP (Saved Policies September 2007) and the SPD HDAS: Residential Extensions.

The parking provision at this site would remain un-altered by this proposal and therefore the proposal would comply with policy AM14 of the UDP (Saved Policies September 2007).

A garden of more than 100sq m would be retained and therefore it would comply with policy BE23 of the UDP (Saved Policies September 2007).

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed rear extension, by reason of its siting, bulk, design and roof finish, together with the differing ground levels would result in an incongruous, overbearing and visually intrusive form of development, and as a result have an adverse effect on the character and appearance of the existing dwelling and the wider locality contrary to policies BE13, BE15, and BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Council's adopted Supplementary Planning Documents HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

Despite the lack of accurate and consistent drawings of the original property and proposed single storey rear extension, it is considered that there is sufficient information before the Local Planning Authority to satisfy it that the proposal would have an adverse impact upon the amenities of the neighbouring properties. In particular, it is considered that due to the depth of the existing property and the additional depth that would be added by the proposed extension, the proposal would result in a material loss of outlook to adjoining properties and as such would be considered an un-neighbourly form of development contrary to Policies BE20 and BE21 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Council's adopted Supplementary Planning Documents HDAS: Residential Extensions.

INFORMATIVES

Standard Informatives

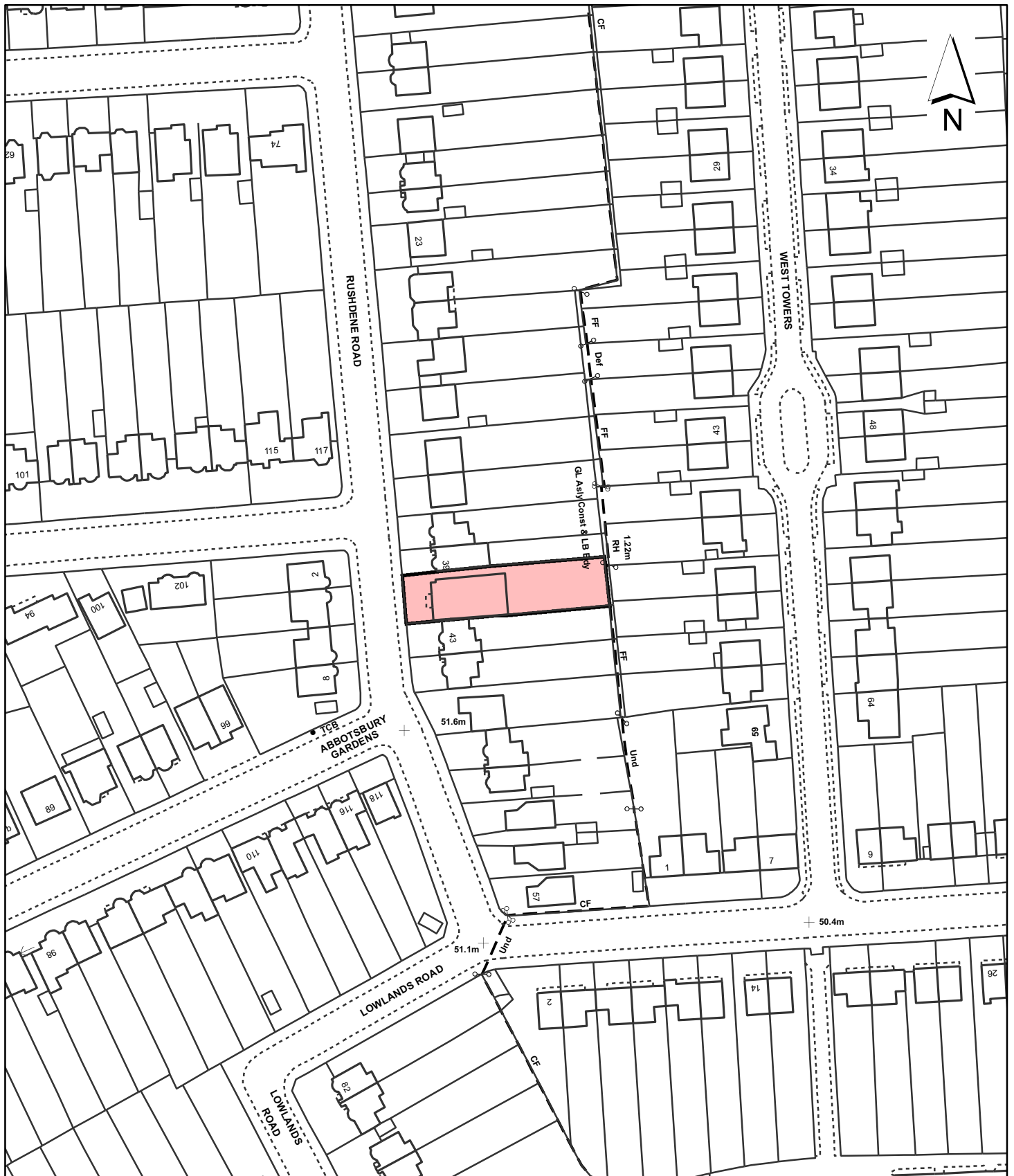
- 1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights,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

- 2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.


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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM14	New development and car parking standards.
HDAS	Residential Extensions
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

Contact Officer: Catherine Hems

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
41 Rushdene Road Eastcote	
Planning Application Ref:	Scale
51162/APP/2010/247	1:1,250
Planning Committee	Date
North Page 95	May 2010

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



HILLINGDON

LONDON

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Report of the Head of Planning & Enforcement

Address 41 RUSHDENE ROAD EASTCOTE

Development: Single storey rear extension.

LBH Ref Nos: 51162/APP/2010/246

Drawing Nos: Location Plan at Scale 1:1250
TPO 614
TSG/41RR/PRK/05/P
TSG/41RR/PRK/04/P
TSG/41RR/PRK/03/P
TSG/41RR/PRK/02/P
TSG/41RR/PRK/01/P

Date Plans Received: 09/02/2010

Date(s) of Amendment(s): 09/02/2010

Date Application Valid: 02/03/2010

22/02/2010

1. CONSIDERATIONS

1.1 Site and Locality

The application site is situated on the east side of Rushdene Road and comprises a substantial two storey detached property with a hipped roof and front projecting gable. To the front there is a single integral garage. There is a beech tree covered by TPO No 614 situated in the front garden, set 1m back from the public footway. The property is a newly constructed infill plot, in a street characterised mainly by semi-detached properties. The land in the locality is sloping with the rear gardens falling away from the properties. The dwelling is within a 'developed area' as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

1.2 Proposed Scheme

The application seeks planning permission for a single storey rear extension. This extension would be finished with a flat roof, at a height of 3m. The extension would be 3.6m deep and 9.85m wide, spanning the full width of the existing property with a small projection of 0.35m towards the southern boundary. On the south side of the proposed extension a 2m section of the roof is shown to be finished with a mono-pitch which would drop down to be finished below a 2m high parapet wall.

In regard to the proposed dimensions, it is noted there are a number of discrepancies shown on the submitted plans and these are summarised as follows:

1. Drawing TSG/41RR/PRK/01/P - The extension is shown to be 10.05m wide, with the mono-pitch to the side with its parapet wall covering an area of 2.1m;

2. Drawing TSG/41RR/PRK/02/P - The extension is shown to be 9.9m wide, with the mono-pitch to the side with its parapet wall covering an area of 1.1m;
3. Drawing TSG/41RR/PRK/04/P - The extension is shown to be 2.9m high, whereas other drawings show it at 3m high;
4. Drawing TSG/41RR/PRK/05/P - Shows the storage room to the side to have a footprint of 1.95, which does to correspond to the proposed window arrangement shown on the rear elevation.

The onus is on the applicant to provide accurate information in order that the proposal can be properly assessed and had the application not been recommended for refusal accurate drawings would have been sought.

1.3 Relevant Planning History

51162/99/0399 Forming Part Of 39 Rushdene Road Eastcote Pinner
Erection of a five-bedroom detached house

Decision Date: 24-09-1999 Refused **Appeal:**

51162/APP/1999/2320 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED HOUSE

Decision Date: 07-07-2000 Approved **Appeal:**

51162/APP/2000/1899 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED DWELLINGHOUSE

Decision Date: 02-10-2000 Refused **Appeal:**27-FEB-01 Dismissed

51162/APP/2000/620 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM HOUSE

Decision Date: 07-07-2000 Refused **Appeal:**

51162/APP/2001/852 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED HOUSE (INVOLVING GABLE ENDS)

Decision Date: 25-07-2001 Refused **Appeal:**04-DEC-01 Dismissed

51162/APP/2002/77 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED DWELLING WITH INTEGRAL GARAGE

Decision Date: 27-05-2004 Refused **Appeal:**18-FEB-05 Dismissed

51162/APP/2005/2217 Forming Part Of 39 Rushdene Road Eastcote Pinner
DETAILS OF MATERIALS IN COMPLIANCE WITH CONDITION 6 OF PLANNING PERMISSION REF:51162/APP/1999/2320, DATED 07/07/2000 (ERECTION OF A FIVE-BEDROOM DETACHED HOUSE)

Decision Date: 18-03-2009 NFA **Appeal:**

51162/APP/2007/2544 Forming Part Of 39 Rushdene Road Eastcote Pinner
ERECTION OF A FIVE-BEDROOM DETACHED DWELLING WITH INTEGRAL GARAGE, MODIFICATIONS TO PLANNING PERMISSION 51162/APP/1999/2320 DATED 7TH JULY 2000 (ERECTION OF A FIVE-BEDROOM DETACHED HOUSE) (RETROSPECTIVE APPLICATION)

Decision Date: 11-03-2008 Refused **Appeal:**26-JAN-09 Dismissed
51162/APP/2007/512 Forming Part Of 39 Rushdene Road Eastcote Pinner
FIVE BEDROOMHOUSE

Decision Date: 05-11-2007 Withdrawn **Appeal:**
51162/APP/2008/425 41 Rushdene Road Eastcote
ERECTION OF A REAR CONSERVATORY (RETROSPECTIVE APPLICATION).

Decision Date: 22-04-2008 Refused **Appeal:**
51162/APP/2009/1286 41 Rushdene Road Eastcote
Variation of condition 4 of planning permission reference 51162/APP/2009/466, dated 05-06-2009, to allow for alteration of the fenestration arrangement to the dormer window, involving increasing the glazed area from a 2-light window to a 3-light window.

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Single storey rear extension.

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51162/APP/2009/1288 41 Rushdene Road Eastcote
Single storey rear extension.

Decision Date: 24-08-2009 Withdrawn **Appeal:**
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Conservatory to rear and conversion of roofspace for habitable use with a rear dormer (Application for a Certificate of Lawfulness for an existing use or operation or activity).

Decision Date: 02-03-2009 NFA **Appeal:**
51162/APP/2009/466 41 Rushdene Road Eastcote
ERECTION OF A FIVE BEDROOM DETACHED HOUSE WITH INTEGRAL GARAGE (RETROSPECTIVE APPLICATION)

Decision Date: 05-06-2009 Approved **Appeal:**14-DEC-09 Dismissed
51162/APP/2009/467 41 Rushdene Road Eastcote
Rear conservatory and dormer window (Application for a Certificate of Lawfulness for a existing use or operation or activity).

Decision Date: 02-04-2009 Withdrawn **Appeal:**
51162/APP/2010/124 39 And 41 Rushdene Road Eastcote
Installation of 1m high front boundary fencing and pedestrian gate, together with a revised layout plan for the site frontage (amendment to application 51162/APP/2009/466) involving a replacement crossover to access the off-street parking area.

Decision Date: **Appeal:**
51162/APP/2010/247 41 Rushdene Road Eastcote
Single storey rear extension with glass panelling to rear

Decision Date:

51162/APP/2010/817
Single storey rear extension

Appeal:

41 Rushdene Road Eastcote

Decision Date:**Appeal:****Comment on Planning History**

There are two further applications running concurrently with this application, one for a single storey rear extension (an alternative development to that being considered here) (51162/APP/2010/247) and another for the installation of boundary fence and gates to front and vehicular crossovers to both 39 and 41 to provide off street parking (51162/APP/2010/124).

The application site has a complex planning history, with the most recently approved application on this site resulting in a retrospective planning approval for the erection of the dwelling on site.

However, it should be noted that during the construction of this property, an unauthorised conservatory was erected at the rear of the dwelling and a retrospective application to retain it was refused and a subsequent appeal dismissed. In the decision the inspector commented as follows:

'the rear ground floor elevation of No. 41 extends a significant amount beyond that of the ground floor elevation of No. 43 and the conservatory extends some 3.7m beyond that. The resultant building extends significantly beyond the rear elevations of the adjoining dwellings and I noted that the conservatory is readily seen from the house at No. 43 and more particularly the garden. I have formed the view that the extent of the development and the height of the conservatory result in an over intrusive impact on the gardens of the adjoining property and cause a significant loss of residential amenity.'

In his summing up the inspector concluded:

'Whilst I have found no significant harm in respect of the porch or the roof lights along the single storey side projection, I have found that in respect of the dormer and conservatory the development would have significant harm to the amenity and character of the area and to living conditions of the adjoining properties.'

In relation to the siting and footprint of the current proposal, although now shown at a lower slab level, it is considered similar to the previously assessed conservatory addition. As such, the inspectors comments are considered material to the determination of this current application.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

29 Neighbours and interested parties consulted, six responses received, including one

from the Eastcote Residents Association which make the following comments:

1. This single storey extension has already been subject of a previous application and an appeal which was refused, there are no significant changes in the latest application to alter the original reasons for refusal;
2. The drawings are misleading - No 41 is built on the boundary;
3. The development would have a detrimental effect on the West Towers Conservation Area;
4. The proposed extension is beyond the building line of neighbouring properties. This with its high visibility is detrimental to other properties in the area;
5. The existing building is already over-developed without continued attempts to produce a mega-structure in a road which is characterised by bungalows and conventional semi-detached houses;
6. I am disappointed that there is another application - will it be never ending, only causing discomfort to the proposer;
7. The house already looks completely out of sync with the rest of the road, and the loft conversion looks too big to compliment the dwelling. Any further extension will take away further privacy from adjoining homes;
8. In the past two applications for a rear extension to this building have been considered at appeal, both of which were refused - surely this still applies;
9. Any additional building to the rear of this property, which is already dominant and oppressive, means my outlook would be a concrete jungle;
10. This site has caused us nothing but stress for years - this should be refused;
11. The previous appeal stated, due to the lie of the land and as No. 41 sits higher than No 43, any development at No 41 would be highly visible to neighbouring properties.

Officer comments - The majority of these points are addressed in the full report, however, in relation to Point 3 the London Borough of Harrow have been consulted and raised no objection to the proposal.

Ward Councillor - Has requested that the application be determined at the North Planning Committee.

London Borough of Harrow - No objection.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- | | |
|------|---|
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |
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| 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.
AM14	New development and car parking standards.
HDAS	Residential Extensions
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

5. MAIN PLANNING ISSUES

The main considerations are design and impact upon the dwelling and wider locality and the impact upon the amenities of adjoining occupiers.

Policy BE15 of the UDP (Saved Policies September 2007) requires extensions to harmonise with the scale, form, architectural composition and proportions of the original building. The adopted Supplementary Planning Document (SPD) HDAS: Residential Extensions, section 3.0, states that careful thought must be given to the size, depth, location, height and overall appearance of the extension and Section 3.1 emphasises that the extension should always be designed so as to appear subordinate to the original house.

Despite the inaccuracies in the submitted plans it has been possible to assess the impact of the extension on the amenities of the adjoining properties. However, with regard to loss of light or outlook to adjoining occupiers, the SPD: Residential Extensions, Section 3.1 states that extensions should not protrude too far from the rear wall of the original house because the extension may block daylight or sunlight to neighbouring properties, Section 3.4 states on a detached house an extension of up to 3.6m deep is acceptable.

The main properties to be affected would be Nos.39 and 43 (to either side). The application site is a newly constructed property with a depth which is already greater than the adjoining properties and whilst it is accepted that this property has not had any previous extensions, it is considered due to the depth of the original property that the maximum level of development has already been reached on the site and that any further additions to the rear of this property would result in an overly dominant and obtrusive feature in relation to these neighbouring properties.

Furthermore, this matter is compounded by the changing site levels, with the slab level of the existing dwelling being at a significantly higher level than the garden land and patio areas of the neighbouring properties. As such, due to the large span depth, this property is already at the maximum dominance that would be considered acceptable without resulting in a detrimental impact on adjoining occupiers. Therefore, it is considered, even with the proposed lower slab level for the extension, whilst this addition would not significantly obstruct sunlight or daylight to the adjacent properties, due to the additional depth that would be added to this property, the proposed rear extension would be considered overly dominant, resulting in a loss of outlook and therefore contrary to Policy BE20 and BE21 of the UDP (Saved Policies September 2007).

With regard to loss of privacy, there would be no side facing openings facing the neighbouring property No.43, save a rooflight serving a proposed storage room and therefore this could be conditioned to be obscure glazed and non-opening to avoid any future over-looking concerns. In relation to the side facing openings towards No.39, due to the single storey nature this aspect could be addressed by a screen fence condition. Therefore, this proposal (subject to condition) would comply with Policy BE24 of the UDP (Saved Policies 2007) and with the Supplementary Planning Document HDAS: Residential

Extensions.

It is considered, that all the proposed habitable rooms and those altered by the development still maintain an adequate outlook and source of natural light, therefore complying with Policy 4A.3 of the London Plan (2008).

With regard to design and appearance, the SPD HDAS: Residential Extensions, states that applications for extensions should be assessed against the affect on the original house and should always be designed to appear as subordinate (3.1 rear extensions). The proposed extension is shown at a depth of 3.6m and the SPD: Residential Extensions, states (Section 3.4) that a depth of 3.6m would be acceptable on a property of this nature.

However, this is a substantial property with a long span depth and whilst the extension complies with the maximum depth guidelines in the SPD, in terms of its design, differing slab level, the excessive depth that would result in conjunction with the depth of the existing property and differing roof finish, the proposal is considered to result in an incongruous addition that would fail to respect the architectural merit of the existing property, with the resultant building appearing overly dominant and out of character with the surrounding residential properties and wider area. As such, the proposal would be contrary to policies BE13, BE15 and BE19 of the UDP (Saved Policies September 2007) and the SPD HDAS: Residential Extensions.

The parking provision at this site would remain un-altered by this proposal and therefore the proposal would comply with policy AM14 of the UDP (Saved Policies September 2007).

A garden of more than 100sq m would be retained and therefore it would comply with policy BE23 of the UDP (Saved Policies September 2007).

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed rear extension, by reason of its siting, bulk, design and roof finish, together with the differing ground levels would result in an incongruous, overbearing and visually intrusive form of development, and as a result have an adverse effect on the character and appearance of the existing dwelling and the wider locality contrary to policies BE13, BE15, and BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Council's adopted Supplementary Planning Documents HDAS: Residential Extensions.

2 NON2 Non Standard reason for refusal

Despite the lack of accurate and consistent drawings of the original property and proposed single storey rear extension, it is considered that there is sufficient information before the Local Planning Authority to satisfy it that the proposal would have an adverse impact upon the amenities of the neighbouring properties. In particular, it is considered that due to the depth of the existing property and the additional depth that would be added by the proposed extension, the proposal would result in a material loss of outlook

to adjoining properties and as such would be considered an un-neighbourly form of development contrary to Policies BE20 and BE21 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Council's adopted Supplementary Planning Documents HDAS: Residential Extensions.

INFORMATIVES

Standard Informatives

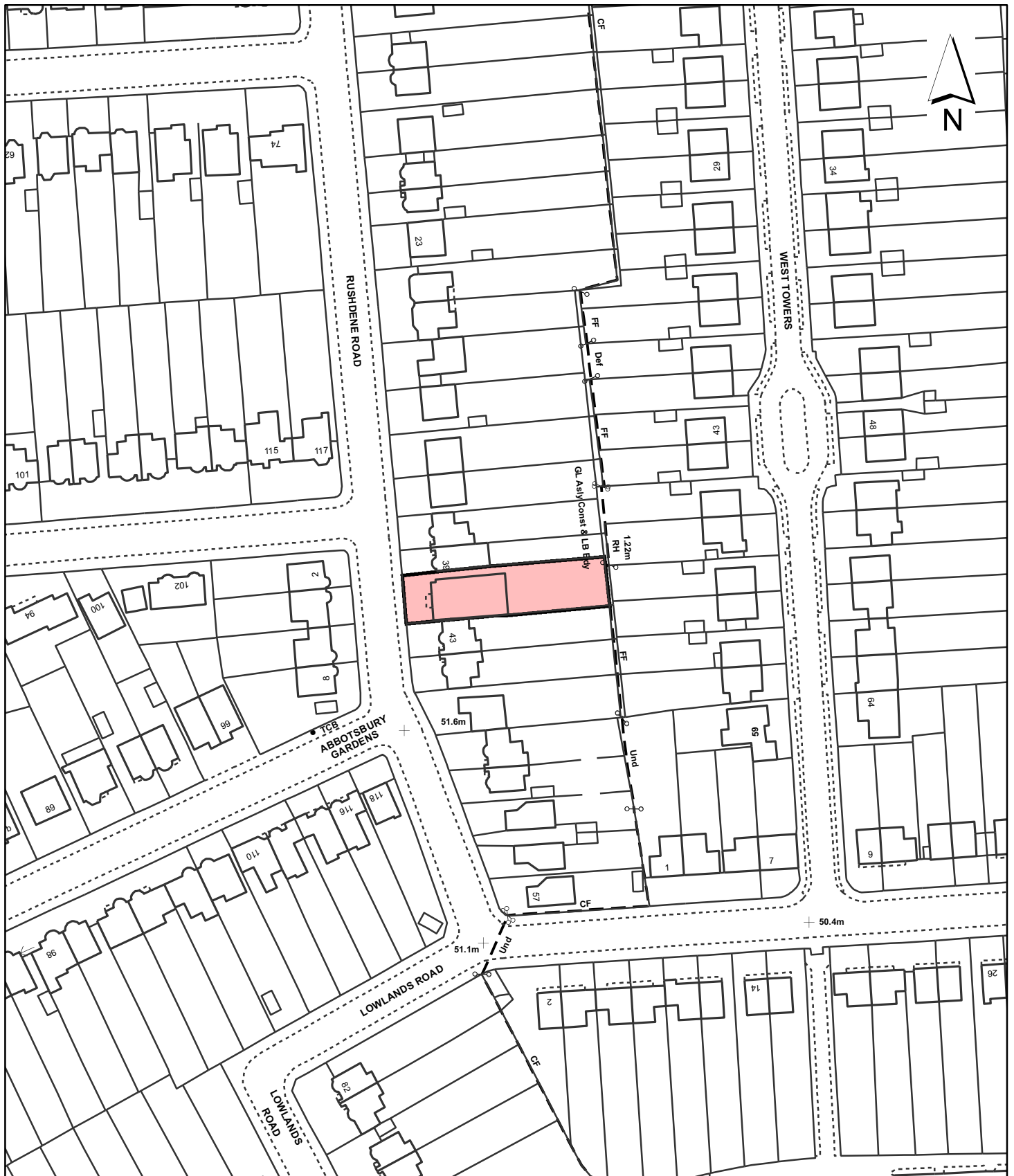
- 1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights,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

- 2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.


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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM14	New development and car parking standards.
HDAS	Residential Extensions
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

Contact Officer: Catherine Hems

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address	
41 Rushdene Road Eastcote	
Planning Application Ref:	Scale
51162/APP/2010/246	1:1,250
Planning Committee	Date
North Page 105	May 2010

LONDON BOROUGH OF HILLINGDON

Planning & Community Services

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



HILLINGDON

LONDON

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Report of the Head of Planning & Enforcement

Address 9 BURWOOD AVENUE EASTCOTE

Development: Elevational alterations to side and rear elevations, involving the installation of 2 side windows, and increase in width of the rear element of the single storey part side extension by 700mm and replacement of its mono-pitch roof with a dummy-pitch roof, of planning permission ref. 41436/APP/2004/936 dated 07/10/2004: Erection of a part two storey, part single storey side extension and installation of a new vehicular crossover.

LBH Ref Nos: 41436/APP/2008/49

Drawing Nos: 103/01 Rev. A
108/01
Site Location Plan at Scale 1:1250

Date Plans Received: 08/01/2008

Date(s) of Amendment(s):

Date Application Valid: 08/01/2008

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the northwestern side of Burwood Avenue and comprises a two storey semi-detached house with a part two storey side and part single storey side extensions. Two window openings and a door opening have been installed on the northern flank elevation wall of the single storey part side extension. A door opening has also been installed on the rear elevation of the single storey part side extension. The application property adjoins No.7 Burwood Avenue to the southwest. To the north of the site is No.11 Burwood Avenue with its side garage sited along the common side boundary with the application property. The side boundary with that property is marked by a 1.8m high close boarded fence. To the northeast of the site is No.26 Burwood Avenue. The street scene is residential in character and appearance comprising two storey semi-detached houses and the application site lies within the Eastcote Park Estate Conservation Area, as identified in the Hillingdon Unitary Development Plan Saved Policies September 2007.

1.2 Proposed Scheme

This is a retrospective planning application which seeks to retain the two window openings and a door opening installed on the northern (side) and northwestern (rear) elevations of the single storey side extension. The two side windows have been installed in breach of condition 4 of the previously approved application (2004/936). The side door to the single storey side extension was shown on the originally approved plans. The originally approved plans showed an additional ground floor rear kitchen window on the rear elevation of the original house. The minor alterations to the rear elevation would entail the deletion of that

window and instead an installation of a rear door to the single storey side extension. The originally approved plans also showed a side kitchen door to the northern elevation of the single storey part side extension. One of the two windows installed on this elevation replaces that side door and the second window installed serves the garage. The originally approved plans for the single storey side element of the extension sited to the rear of the garage showed it to have a mono-pitch roof that matched the finished height of the dummy-pitch roof to the front section of the side extension. The width of that extension was shown to be 1.15m. The plan submitted with the current application shows that mono-pitched roof to be replaced with a dummy pitch roof measuring 2.8m high at eaves level and 3.7m to its maximum height, matching the finished height of the dummy-pitched roof of the front section of the side extension. The current application plan also shows the original width of the rear segment of the single storey side extension (behind the side garage) to be increased from 1.15m to 1.85m (by some 700mm).

1.3 Relevant Planning History

Comment on Planning History

41436/APP/2004/936 - Erection of a part two storey, part single storey side extension and installation of a new vehicular crossover - Approved on 07/10/2004. Condition nos. 4 and 5 of that consent stated:

Condition (4):

Notwithstanding the provisions of the Town and country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows or doors shall be constructed in the walls or roof slopes of the development hereby approved facing 11 Burwood Avenue.

Reason: To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan.

Condition (5):

The windows facing 11 Burwood Avenue shall be glazed with obscure glass and non-opening except at top vent level for so long as the development remains in existence.

Reason: To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 5th March 2008

2.2 Site Notice Expiry Date:- 5th March 2008

3. Comments on Public Consultations

EXTERNAL:

25 neighbouring properties consulted and three letters of objections received which state the following:

1. The minor alterations referred to have already been carried out;

2. No. 26 Burwood Avenue is being overlooked by the two side windows installed;
3. Concern is expressed that the house would be let to tenants rather than home owners and that the garage and house could be divided to house more tenants;
4. The minor alterations conflict with the conservation area;
5. Opposed to the alterations as they would denigrate the character of the house, do not respect, preserve or enhance the property's original design and the original planning application;
6. The alterations would maximize the potential for multi-occupancy use of the property. The garage space could be used for additional living accommodation;
7. Concern is expressed over the use of UPVC doors to the garage;
8. Should the windows be installed at first floor level then the owners of No. 15 Burwood Avenue would be objecting to them. Velux rooflights have been installed on the roof which do not appear on the plans.

Two additional letters of objections have been received on the amended description of the application proposal raising the following concerns over and above the concerns previously received:

9. The increase in width of the extension would add more volume to the house and take away the sense of more daylight, space and greenery. It would result in a loss of privacy to No. 26 Burwood Avenue and cause parking problems;
10. Impact of the application proposal upon the Conservation Area and Nos. 9 and 11;
11. Concern is expressed over the non-compliance with the original planning permission.

Officer Comments: Point (1) is noted and the application is intended to regularise this situation; Points (2), (4), (5), (9) and (10) have been addressed in the main body of the report; Points (3) and (6) there is no evidence to suggest that the alterations would lead to multiple occupancy use of the property; Point (7) condition number 2 of the previous consent (2004/936) required the use of matching materials on the extensions; (8) the windows would be installed at ground floor level and the three rear rooflights on the original roof of the house can be installed without the benefit of planning permission.

Eastcote Residents Association - No comments received

Eastcote Village Conservation Panel - No comments received

Ward Councillor - has requested that the application be reported to Committee.

INTERNAL:

Conservation Officer:

This is a semi-detached 1920s house within the Eastcote Park Estate Conservation Area which has quality in terms of individual buildings as well as layout, streetscape and landscape. The property was designed to be mock-Tudor in style replicating features and details with other properties within the street. This property has been substantially altered.

The proposal involves the insertion of two new windows at ground floor level to the side elevation. The proposed windows are in proportion with the building and in the location proposed will not be visible, as they will be partially obscured by the adjoining garage. A new door to the rear is proposed but as this alteration is minor in nature it will not adversely harm the integrity of the building.

It is also proposed to create a hardstanding. There are not many precedents for this type of alteration within the street, however, the adjoining property has a similar arrangement and a good proportion of the soft landscaping will be retained. Furthermore, the hardstanding follows the advice in the Supplementary Planning Document and will retain the existing garden wall and is therefore acceptable.

The works proposed will not adversely harm the integrity of the property or the appearance of the conservation area.

Conclusion: Acceptable

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

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.
BE4	New development within or on the fringes of conservation areas
AM14	New development and car parking standards.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions: 4.0 Side Extensions: Single Storey 5.0 Side and First Floor Side Extension: Two Storey.
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

5. MAIN PLANNING ISSUES

The previous application proposal was considered to harmonise with the appearance of the existing house. The extensions were not considered to detract from the appearance of the street scene and the visual amenities of the then Eastcote Park Estate Area of Special Local Character. The previously approved application was not considered to harm the residential amenities of the existing occupiers and those of the adjoining houses Nos. 7 and 11 Burwood Avenue, from visual intrusion, over-dominance, loss of sunlight and privacy. The application proposal was considered to be in compliance with policies BE13, BE15, BE19, BE20, BE21, BE22, BE23, BE24 and AM14 of the adopted Hillingdon Unitary

Development Plan Saved Policies September 2007 and the SPD HDAS: Residential Extensions. The current application proposes minor amendments to the originally approved application. The minor additions/alterations relate to the side and rear elevations of the single storey part side extension, a new roof design to the rear segment of the single storey part extension and the marginal increase in its width. Hence, it is only the above elements of the current application (which depart from the originally approved plans) that need to be assessed.

The changes to the rear elevation of the property and its single storey side extension are considered to harmonise with the character and appearance of the original house. The new side windows in terms of their size and style are not considered to detract from the character and architectural composition of the original house. The new dummy-pitch roof to the rear segment of the single storey part side extension and its marginal increase in width, in terms of scale, height and design would be in keeping with the front segment of the side extension. A condition on the use of matching materials has been attached. The new additions and alterations to the rear part of the single storey side extension would be partly obscured from view by the existing side garage at No.11 Burwood Avenue. As such, the proposal would not be detrimental to the character and appearance of the original house or the visual amenities of the street scene and would preserve the character and appearance of the Eastcote Park Estate Conservation Area, in accordance with policies BE4, BE13, BE15 and BE19 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and section 4.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

The new door to the side garage extension would overlook only the side wall of the garage at No.11 Burwood Avenue and be removed by over 25m from the front and side elevations of No.26 Burwood Avenue, to the northeast. Given this, the side door to the garage is not considered to result in a loss of residential amenity to those properties from overlooking. The new side door to the kitchen would partially exceed the 1.8m high close boarded fence along the side boundary with No.11 Burwood Avenue. Given that the finished internal floor level of the kitchen in the application property would be marginally higher than that of the private rear patio area at No.11 Burwood Avenue, the new side door to that kitchen could give rise to actual and perceived overlooking of that property. Hence, it is conditioned that obscure glass should be fitted to the kitchen door. The side garage at No.11 Burwood Avenue would prevent the new roof and extension to the rear segment of the side extension from having a visually intrusive, over-dominant impact upon the residential amenities of that property. It would also prevent a significant increase in overshadowing or loss of sunlight to that property. As such, the proposal would comply with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007. The new windows would provide an adequate outlook and natural light to the rooms they would serve, in accordance with London Plan policy 4A.3 and policy BE20 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.

Private amenity space and off-street parking would not be affected by the proposed development, in accordance with policies BE23 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.

6. RECOMMENDATION

APPROVAL subject to the following:

1 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2 RPD1 No Additional Windows or Doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 11 Burwood Avenue.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 RPD2 Obscured Glazing and Non-Opening Windows (a)

The kitchen door facing 11 Burwood Avenue shall be glazed with permanently obscured glass for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

Standard Informatives

- 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 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.

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.
BE4	New development within or on the fringes of conservation areas
AM14	New development and car parking standards.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions: 4.0 Side Extensions: Single Storey 5.0 Side and First Floor Side Extension: Two Storey.
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 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.
- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please 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. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
- carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.
- Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.
- 8 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.
- 9 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.
 - B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
 - C) The elimination of the release of dust or odours that could create a public health nuisance.
 - D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.


- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that 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).

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**9 Burwood Avenue
Eastcote**

Planning Application Ref:

41436/APP/2008/49

Planning Committee

North Page 116

Scale

1:1,250

Date

May 2010

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 9 BURWOOD AVENUE EASTCOTE

Development: Front canopy extension (Retrospective application).

LBH Ref Nos: 41436/APP/2008/3396

Drawing Nos: Location Plan at Scale 1:1250
Un-numbered Proposed Elevations
103/01 Rev. B
Design and Access Statement

Date Plans Received: 03/12/2008 **Date(s) of Amendment(s):**

Date Application Valid: 03/12/2008

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the northwest side of Burwood Avenue and comprises a two storey semi-detached house with a front bay, porch, two storey and single storey side extensions as well as a front canopy supported by two columns (part wooden and part brick). To the north, the application property adjoins the side garage of no.11 Burwood Avenue and to the southwest it adjoins, no.7 Burwood Avenue. The street scene is residential in character and appearance comprising two storey semi-detached houses. The application site lies with the Eastcote Park Estate Conservation Area as identified in the Hillingdon Unitary Development Plan (UDP) saved policies September 2007.

1.2 Proposed Scheme

It is proposed to retain the existing front canopy and its supporting columns. The canopy has a mono-pitch roof and measures 5.7m wide, 900mm deep, 3.0m high at eaves level and 3.65m to its maximum height, just finishing below the cill level of the first floor windows.

1.3 Relevant Planning History

41436/88/0244 9 Burwood Avenue Eastcote
Erection of a two-storey side extension.

Decision Date: 04-04-1990 NFA **Appeal:**

41436/APP/2002/191 9 Burwood Avenue Eastcote

ERECTION OF A PART TWO STOREY, PART SINGLE STOREY SIDE EXTENSION AND VEHICULAR CROSSOVER (INVOLVING DEMOLITION OF EXISTING GARAGE)

Decision Date: 11-06-2002 Refused **Appeal:**01-MAY-03 Dismissed

41436/APP/2004/936 9 Burwood Avenue Eastcote

ERECTION OF A PART TWO STOREY, PART SINGLE STOREY SIDE EXTENSION AND INSTALLATION OF A NEW VEHICULAR CROSSOVER

Decision Date: 06-10-2004 Approved **Appeal:**

41436/APP/2005/2604 9 Burwood Avenue Eastcote

ERECTION OF TWO STOREY SIDE, PART SINGLE STOREY SIDE AND REAR EXTENSION, INCLUDING NEW FRONT PORCH AND REAR CONSERVATORY (INVOLVING DEMOLITION OF EXISTING GARAGE)

Decision Date: 10-11-2005 Refused **Appeal:**

41436/APP/2008/3513 9 Burwood Avenue Eastcote

Erection of a single storey rear extension (Application for a Certificate of Lawfulness for a proposed use or development).

Decision Date: 12-02-2009 Approved **Appeal:**

41436/APP/2008/49 9 Burwood Avenue Eastcote

Elevational alterations to side and rear elevations, involving the installation of 2 side windows, and increase in width of the rear element of the single storey part side extension by 700mm and replacement of its mono-pitch roof with a dummy-pitch roof, of planning permission ref. 41436/APP/2004/936 dated 07/10/2004: Erection of a part two storey, part single storey side extension and installation of a new vehicular crossover.

Decision Date: **Appeal:**

41436/PRE/2000/118 9 Burwood Avenue Eastcote

PRE CORRES: SIDE EXTENSION

Decision Date: **Appeal:**

Comment on Planning History

None.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 11th February 2009

2.2 Site Notice Expiry Date:- 11th February 2009

3. Comments on Public Consultations

EXTERNAL:

25 neighbouring properties have been consulted and two letters of objection have been received which state that the front canopy and the supporting pillars are inappropriate for the character of the property and do not compliment other properties on the Eastcote Park Estate.

Case officer comments: The points of objection raised above have been addressed in the main body of the report.

Eastcote Residents' Association: no comments received.

Eastcote Park Association: no comments received.

Eastcote Village Conservation Panel: no comments received.

Ward Councillor - has requested that the application be reported to Committee.

INTERNAL:

Conservation Officer:

BACKGROUND:

This is a semi-detached 1920s house within the Eastcote Park Estate Conservation Area. The property was designed to be mock-Tudor in style replicating features and details with other properties within the street. This property has been substantially altered. The property has recently been extended on the side. Applicant has built a front canopy along the front extension of the property and seeks retrospective planning permission.

COMMENTS:

Front canopies such as this were not an original feature of the area although some neighbouring properties do exhibit similar canopies. However, these may have been built prior to the designation of the area as a Conservation Area in 2007. The canopy is very wide and runs almost along the entire front elevation of the property and wraps around the side elevation. This detracts visually from the character and street scene of the area and is therefore unacceptable. The proposal does not accord with guidance given in HDAS (Para 8.2) as it fails to appear subordinate in scale and form to the original house.

Conclusion: Unacceptable.

Trees/Landscape Officer:

THE SITE

The site is a semi-detached house within the Eastcote Park Conservation Area, situated on the west side of Burwood Avenue. According to the aerial photos there are trees in the rear garden only, which will be afforded protection by the Conservation Area designation. There are no trees within the front garden which might restrict development.

THE PROPOSAL

The proposal is a retrospective application to build a front canopy extension. The canopy has recently been installed, but at the time of the inspection, part of the front garden was still being used to store building materials.

While I have no objection to the proposal, the front garden requires re-instatement/re-design once the building materials have been cleared up.

RECOMMENDATION

If you are minded to approve this application I have no objection subject to conditions TL5 and TL6.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE4	New development within or on the fringes of conservation areas
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 8.0-Front Extensions, Porches and Bay Windows.

5. MAIN PLANNING ISSUES

The width of the front canopy covers the entire front elevation of the original house as well as its side addition. In addition, it is supported by two pastiche columns. It is concluded that the front canopy by reason of its excessive width, finished height, introduction of pastiche columns and overall design, fails to appear subordinate to the appearance of the original house, contrary to paragraph 8.2 of the Supplementary Planning Document HDAS: Residential Extensions and is detrimental to its character, appearance and architectural composition. The development also detracts from the Eastcote Park Estate Conservation Area as well as the visual amenities of the street scene. The development is therefore contrary to policies BE4, BE13, BE15 and BE19 of the UDP saved policies September 2007 and section 8.0 of the HDAS: Residential Extensions.

The front canopy by reason of its siting is not considered to harm the residential amenities of the nos.7 and 11 Burwood Avenue.

In terms of policy BE38 of the UDP saved policies September 2007, there are no significant trees or landscape features in the front garden of the application property that have been adversely affected by the front canopy addition.

In terms of policies AM14 and BE23 of the UDP saved policies September 2007, the front canopy has not altered the existing on site car parking arrangement or the existing amenity space available to the application property.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The existing front canopy, by reason of its excessive width, finished height, introduction of pastiche columns and overall design, fails to appear subordinate to the appearance of the original house and is detrimental to its character, appearance and architectural composition. The development also detracts from the visual amenities of the street scene and the character and appearance of Eastcote Park Estate Conservation Area in general. The development is therefore contrary to policies BE4, BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies, September 2007 and the adopted Supplementary Planning Document HDAS: Residential Extensions.

INFORMATIVES

Standard Informatives

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

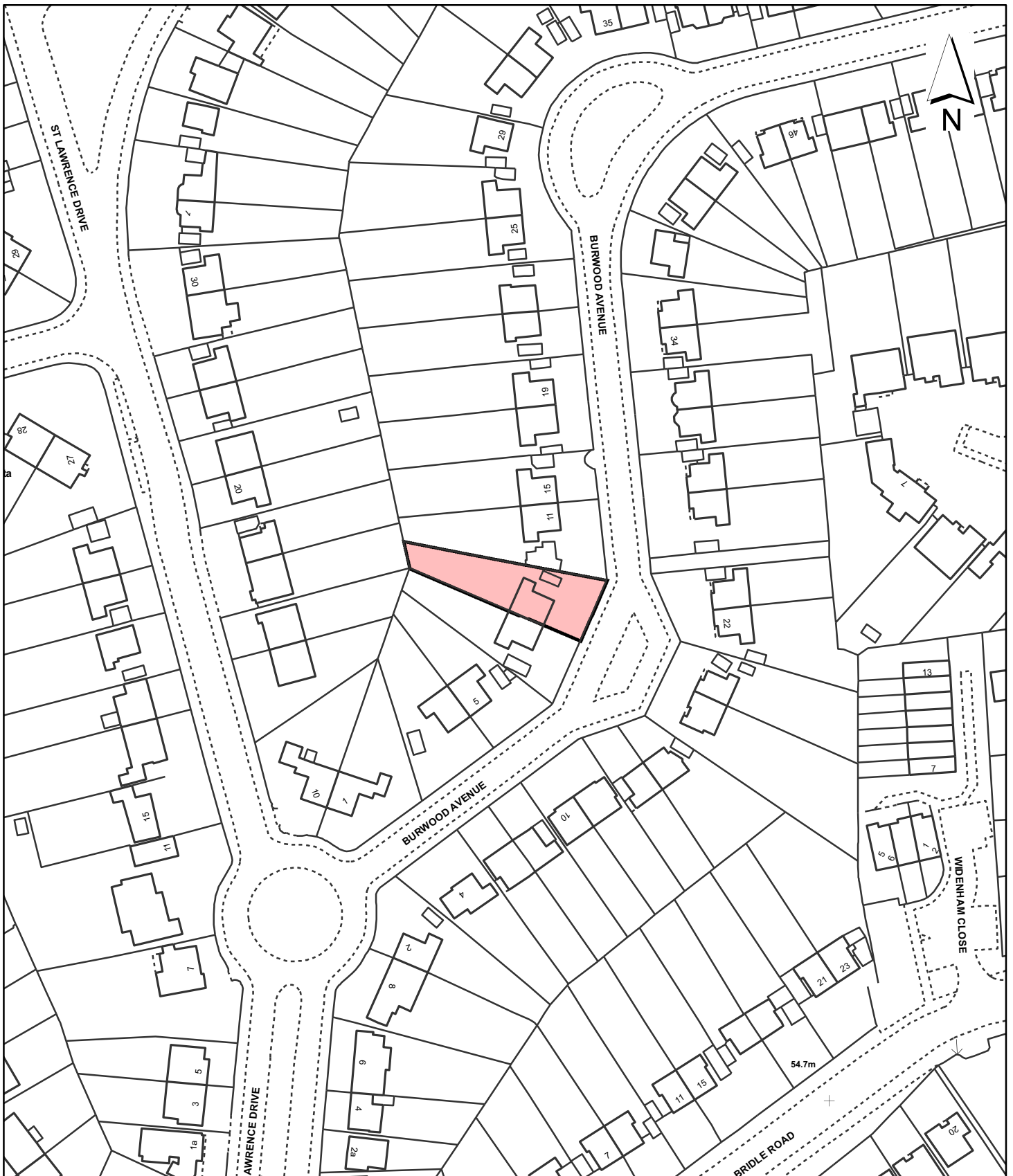
- 2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:
Policy No.

BE4	New development within or on the fringes of conservation areas
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential

Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents):
8.0-Front Extensions, Porches and Bay Windows.

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**9 Burwood Avenue
Eastcote**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

41436/APP/2008/3396

Scale

1:1,250

Planning Committee

North Page 123

Date

May 2010



HILLINGDON
LONDON

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Plans for North Planning Committee

20th May 2010



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 125

Report of the Head of Planning & Enforcement

Address NORTHOLT JUNCTION CIVIC WAY RUISLIP

Development: Track and junction improvements involving widening the existing up line embankment for 1.2km; stabilising the existing embankment; laying a second track South of existing up main line; provision of new junctions; replacing the existing single track bridge over Civic Way with a double track bridge; infilling redundant under bridge and ancillary works.

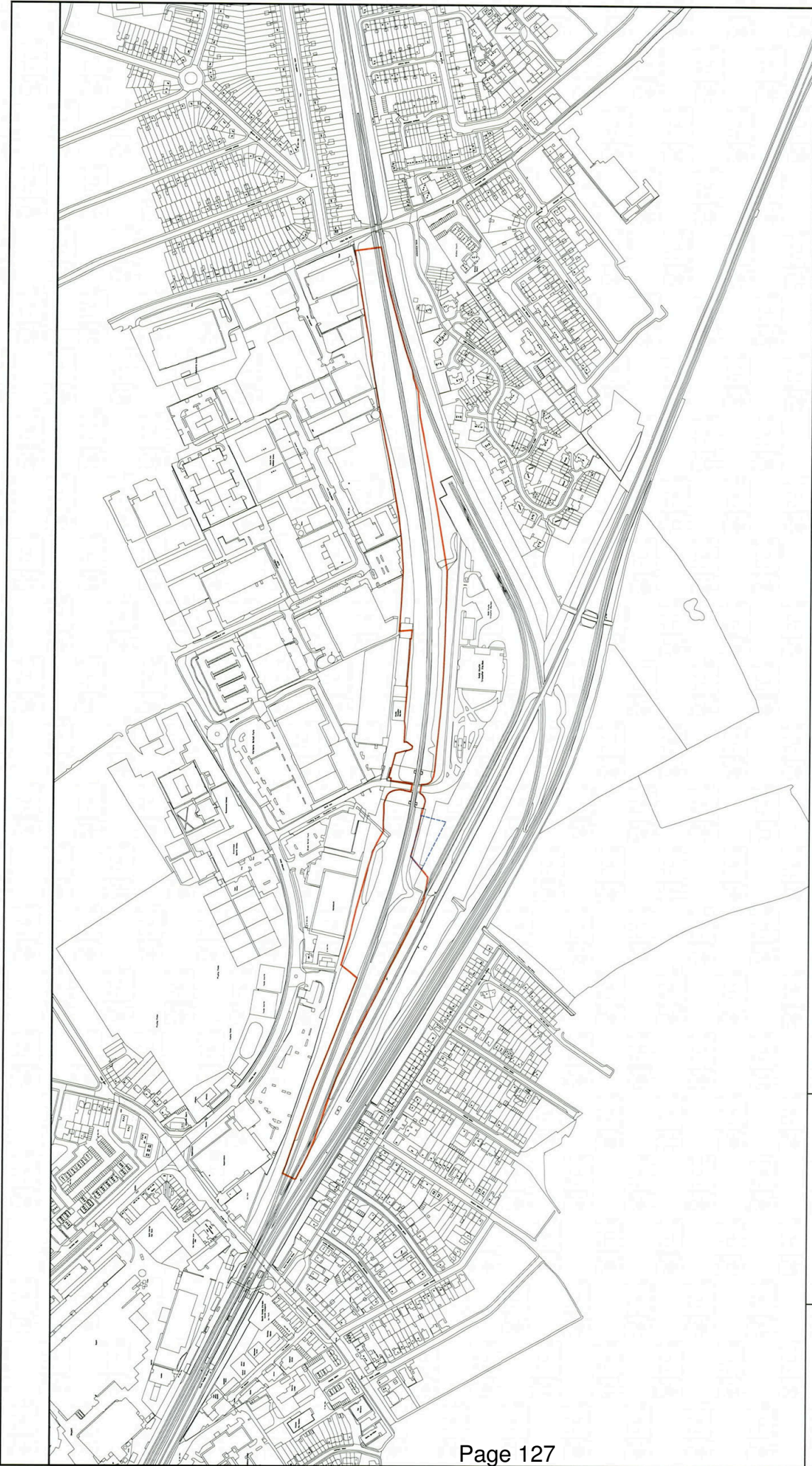
LBH Ref Nos: 66712/APP/2010/103

Date Plans Received: 25/02/2010

Date(s) of Amendment(s):

Date Application Valid: 25/02/2010



1.

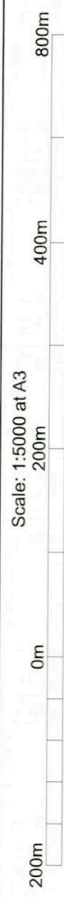


TITLE:

Northolt Junction
Site Plan

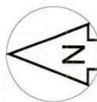
KEY:

-  Planning Application Site Boundary
-  Proposed Temporary Compound



Scale: 1:5000 at A3

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Date: 22/02/10

Ref: JY09-10/Norholt

Plan No: 09_28_04



- NOTES:
 1. THIS PLAN IS IN CONFORMANCE WITH DRAWINGS AND EXHIBITS LISTED ON DRAWING 5083741-RLS-MFC-CST-05550.
 2. TRACK ALIGNMENT IS BASED ON RWAY DRAWING 5083741-RLS-MFC-CST-05550 P01.
 3. NEW TRACK LEVELS TO BE CONFIRMED ON DETAILED DESIGN.
 4. REPROFILING TYPICAL DETAIL REFER TO 5083741-RLS-MFC-CST-05550.

- KEY:
- PROPOSED TRACK ALIGNMENT
 - PROPOSED NETWORK RAIL BOUNDARY
 - EXISTING BOTTOM OF SLOPE
 - GABION WALL
 - SLOPE INDICATOR
 - CESS WALKWAY
 - LOCATION AND DIRECTION OF PHOTOS

Rev	Date	Issue History	Drawn	Checked	Appr'd
P01	12/02/10	APPROVAL FOR PLANNING	DF	ZC	JOB
P02	18/07/10	APPROVAL FOR PLANNING	PA	ZC	JOB
P03	18/07/10	DRAFT FOR PLANNING	PV	JE	DS

Embankment widening proposal throughout amended based on recent survey information.
 Photos added

PRELIMINARY

ATKINS
 The Axis
 10 Holiday Street
 West Midlands
 B1 1TF

21 FEB 2011
 10:00 AM
 10:00 AM

Chiltern Railways

PROJECT EVERGREEN 3
LINESPEED IMPROVEMENTS
 Northolt Junction

NORTHOLT TO RUISLIP EMBANKMENT WIDENING (0m 14ch TO 0m 67ch) GENERAL ARRANGEMENT

Drawn	12/02/10	J. JESSER	08/01/10
Checked	15/02/10	J. BARKER	12/02/10
Scale	1:2000		
Sheet	NAU1.m 14ch TO 0m 67ch		
Project Number	5083741-RLS-MFC-ENV-09001		
Revision	P 03		



NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. NO LEVEL INFORMATION IS AVAILABLE FOR THE TRACK THROUGH STEEL SUPERSTRUCTURE TO CENTRAL LINE OF GRADE. THE TRACK CENTER LINES OF SIDE SPANS WILL REQUIRE CONSTRUCTION OF REINFORCED CONCRETE RETAINING / FASCIA WALLS FOR PERMANENT WAY WORKS. REFER TO GENERAL ARRANGEMENT DRAWINGS FOR OTHER INFORMATION.
3. ALL VERTICAL AND LATERAL CLEARANCE DIMENSIONS ARE SUBJECT TO CONFIRMATION FOLLOWING COMPLETION OF DETAILED TOPOGRAPHIC SURVEY WORKS.
4. A MINIMUM BALLAST DEPTH OF 300mm IS TO BE PROVIDED. BALLAST IS TO BE WIDENED TO ACCOMMODATE TWO TRACKS. REFER TO SEPARATE EMBANKMENT DESIGN.

ADT	06.08.09	FOR APPROVAL	JD	DB	DMS
P02	14.07.09	DRAFT FOR TENDER	JD	DB	DMS
P02	08.07.09	FOR IFC	JD	DB	DMS
P01	26.06.09	DRAFT FOR TENDER	JD	DB	DMS

Issue: 1
Checked: [Signature]
Date: 23 FEB 2010

FOR APPROVAL

Authorisation of Change

ATKINS

The Atkin
30 Holliday Street
West Midlands
B1 1TF

Tel: +44 (0)121 483 5000
Fax: +44 (0)121 483 6333

Chiltern Railways

Head Office
1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200

Project No: **PROJECT EVERGREEN 3**

Drawing No: **LINE SPEED IMPROVEMENTS GRIP STAGE 3 - 4**

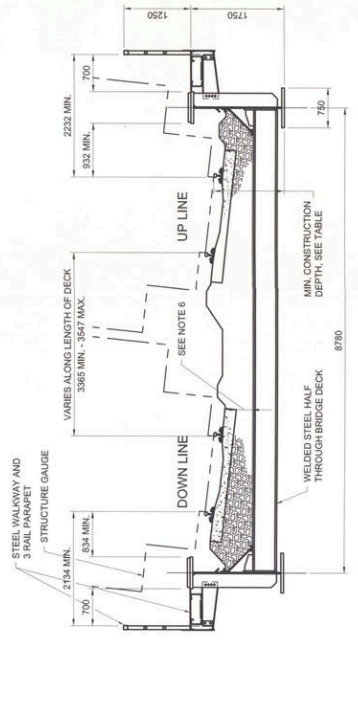
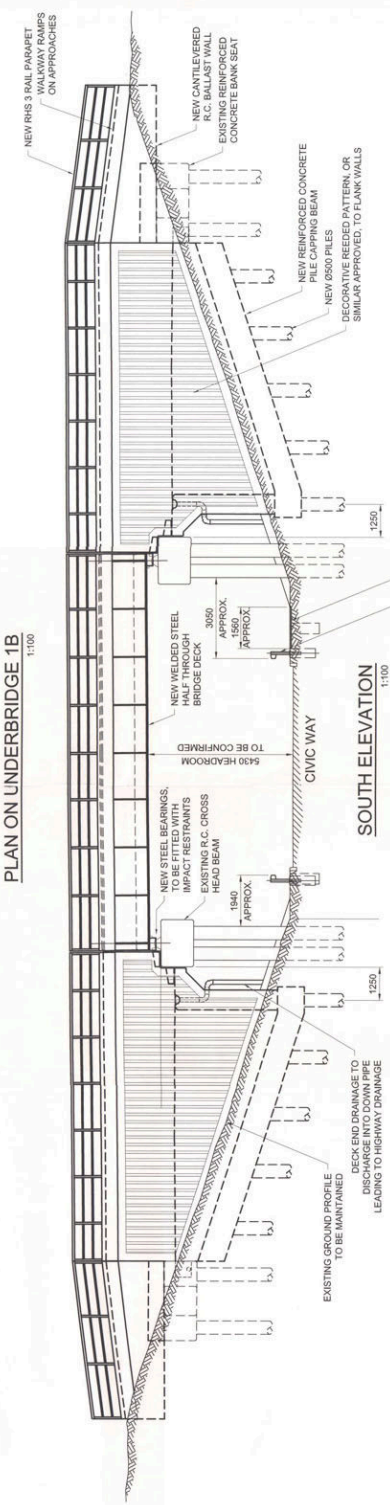
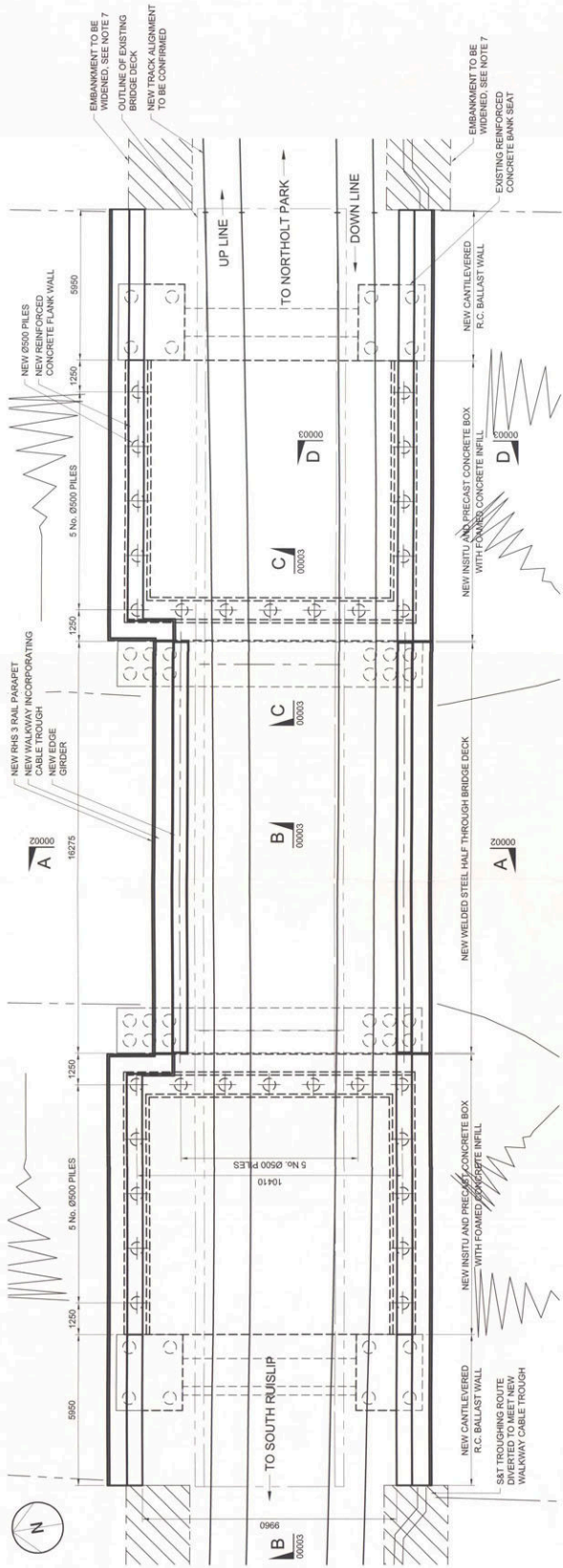
Sheet No: **UNDERBRIDGE NA/J1 - 1B**

Sheet Title: **GENERAL ARRANGEMENT OF PROPOSED STRUCTURE SHEET 1 OF 2**

Design	J DAVIES
Check	D BISHOP
Approved	D STEER
Drawn	D STEER







Scale: A1 AS SHOWN NA/J1 (MS)CH

Sheet Number: 5083741-RLS-MFC-CBR-00002 A01



NOTE:
1. NUMBER OF SOIL NAILS AND POSITION OF GABION WALL IS SUBJECT TO DETAILED DESIGN WHICH IS CURRENTLY BEING UNDERTAKEN.

KEY:

-  REGRADED EARTHWORK
-  EARTHWORKS AS EXISTING
-  GABION WALL
-  BALLAST
-  CONCRETE RETAINING WALL
-  EXISTING BRICK RETAINING WALL

No.	Date	Issue	Drawn	Checked	Approved
A03	26.01.10	FOR PLANNING	CT	RJ	
A02	19.01.10	FOR PLANNING	CT	CT	
A01	18.01.10	FOR PLANNING	CT	CT	

FOR PLANNING

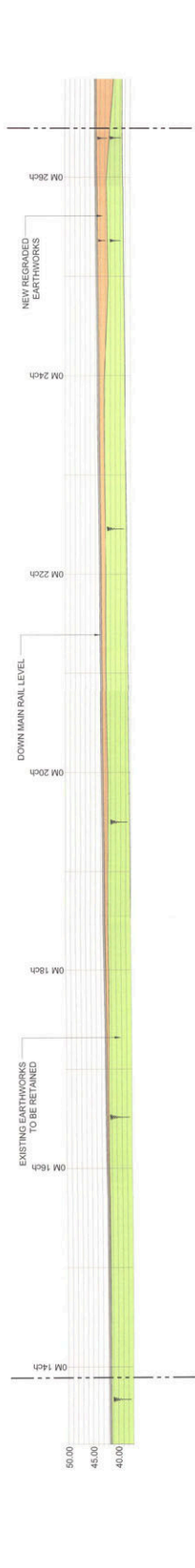


Chiltern Railways
EVERGREEN 3 PROJECT
Order: 0316 STD
Contract: 100000000
Reference: 0132 229710

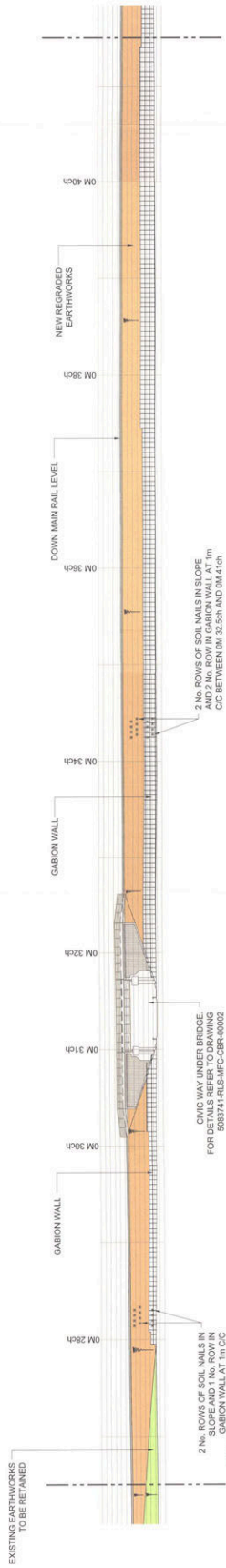
PROJECT EVERGREEN 3
LINE SPEED IMPROVEMENTS
GRIP STAGE 5

NORTHOLT TO RUISLIP
EMBANKMENT WIDENING
(0m 14ch to 0m 67ch)
INDICATIVE LONG ELEVATION 1 of 2

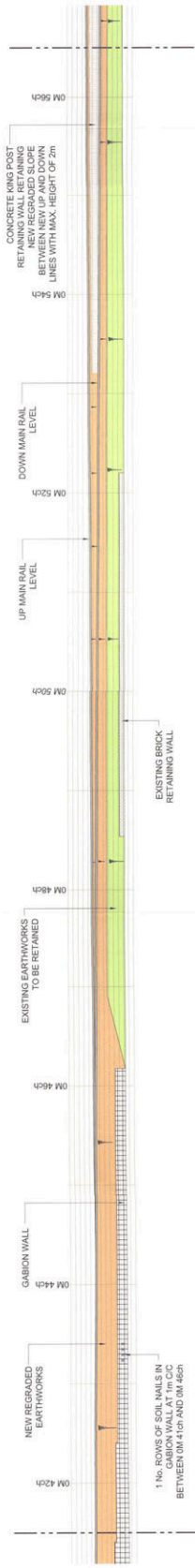
Drawn	C. TODDARMAL	Checked	15/01/10	Drawn	19/01/10
Author	R. JUPP	Checked	26/01/10	Author	
Scale	A1	Scale	1:500	Scale	VARIES
Project Number	5089431-RLS-MFC-CBR-05026				
Revision	A03				



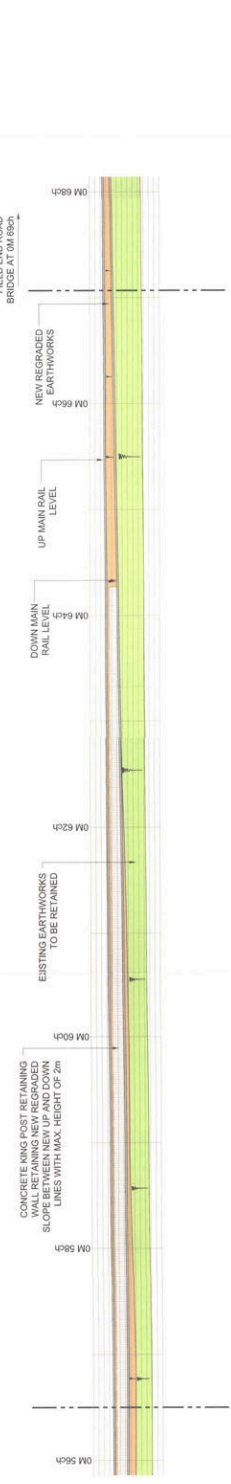
ELEVATION ON DOWN SIDE EMBANKMENT (0M 14.5ch TO 0M 26.5ch)



ELEVATION ON DOWN SIDE EMBANKMENT (0M 26.5ch TO 0M 41.5ch)



ELEVATION ON DOWN SIDE EMBANKMENT (0M 41.5ch TO 0M 56.5ch)



ELEVATION ON DOWN SIDE EMBANKMENT (0M 56.5ch TO 0M 67.5ch)

NOTE:
1. NUMBER OF SOIL NAILS AND POSITION OF GABION WALLS TO BE DESIGNED WHICH IS CURRENTLY BEING UNDERTAKEN.

KEY:

- REGRADED EARTHWORK
- EARTHWORKS AS EXISTING
- GABION WALL
- BALLAST
- CONCRETE RETAINING WALL
- EXISTING BRICK RETAINING WALL

Rev	Date	Issue History	Drawn	Checked	Appr
A04	08.02.10	FOR PLANNING	CT		
A03	26.01.10	FOR PLANNING	CT		
A02	19.01.10	FOR PLANNING	CT		
A01	18.01.10	FOR PLANNING	CT		

FOR PLANNING

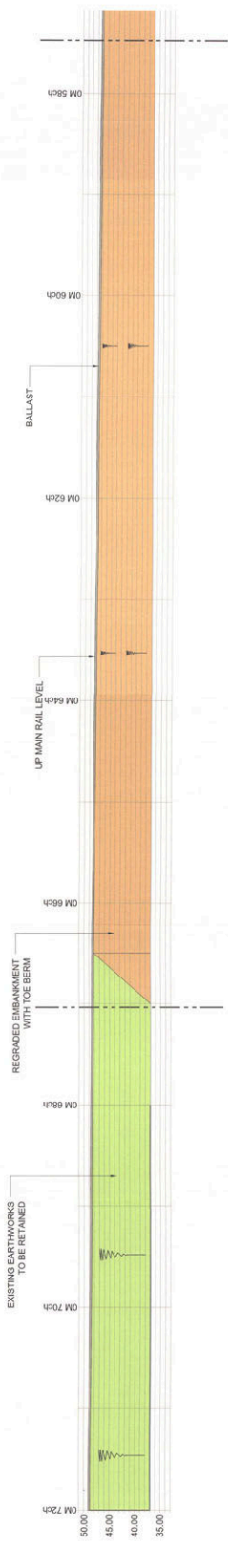
ATKINS
The Axis
10-Hollyday Street
West Midlands
B1 1TF
Tel: +44 (0)121 483 5000
Fax: +44 (0)121 483 6333

Chiltern Railways
EMERGENCY PROJECT
Unit 1, Watlington Industrial Estate, Watlington Road, Watlington,
Oxfordshire, OX12 9JZ
Telephone: 01235 739725
Facsimile: 01235 739910

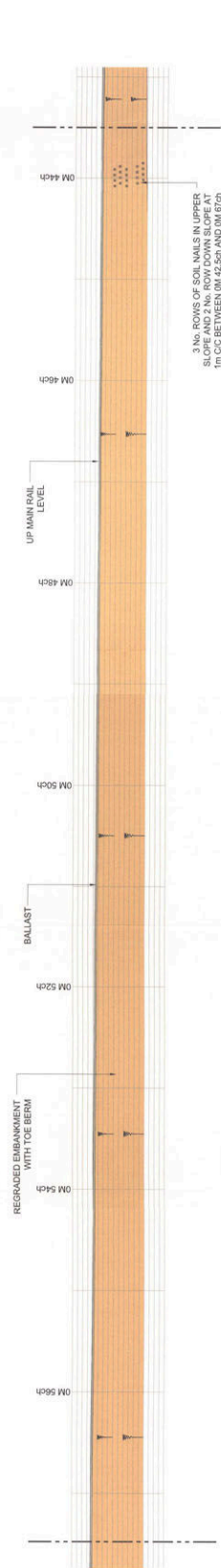
PROJECT EVERGREEN 3
LINE SPEED IMPROVEMENTS
GRIP STAGE 5

NORTHOLT TO RUISLIP
EMBANKMENT WIDENING
(0m 14ch TO 0m 67ch)
INDICATIVE LONG ELEVATION 2 of 2

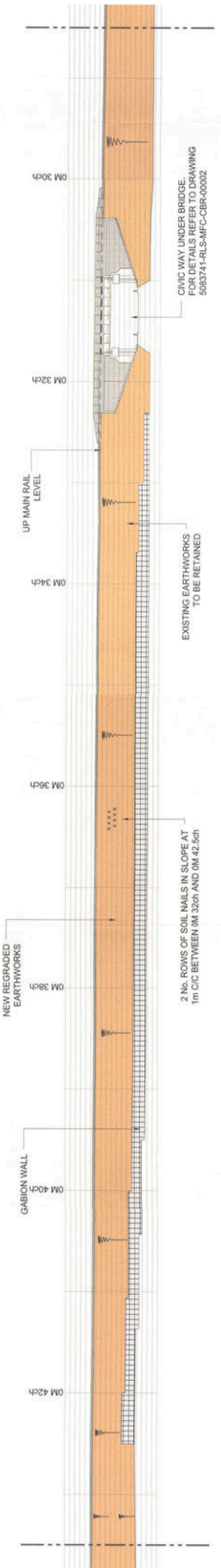
C. TODARMAL	08/02/10	J. LESSER	08/02/10
Author	Drawn	Checked	Date
Scale: 1:500			
VARIES			
Drawing Number: 5089431-RLS-MFC-CBR-05027			Revision: A04



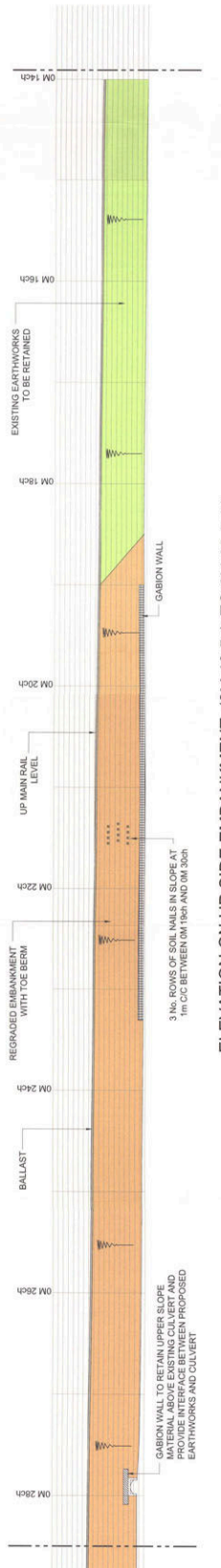
ELEVATION ON UP SIDE EMBANKMENT (0M 57.5ch TO 0M 72ch)



ELEVATION ON UP SIDE EMBANKMENT (0M 42.5ch TO 0M 57.5ch)



ELEVATION ON UP SIDE EMBANKMENT (0M 28.5ch TO 0M 42.5ch)



ELEVATION ON UP SIDE EMBANKMENT (0M 19.5ch TO 0M 28.5ch)

NOTES:

- TO BE READ IN CONJUNCTION WITH DRAWINGS AND SPECIFICATIONS TO DRAWING 508374/IRLS/IMF/CST/05554
- FOR REVISIONS TYPICAL DETAILS REFER TO DRAWING 508374/IRLS/IMF/CST/05555
- A KING POST RETAINING WALL IS ANTICIPATED TO BE REQUIRED AT THE TOE OF THE EMBANKMENT TO BE REFERRED TO DRG 508374/IRLS/IMF/CST/40559 FOR DETAILS.

508374/IRLS/IMF/CST/05554

No.	Date	Issue History	Drawn	Checked	App'd
A01	16.10.09	FORM A APPROVAL	JH	JE	DS
P03	09.10.09	DRAFT FOR TENDER	PH	JE	DS
P02	23.09.09	DRAFT FOR TENDER	SGC	MD	DS
P01	17.07.09	DRAFT FOR TENDER	PV	JE	DS

37 PG. 10/11
 37 PG. 10/11
 APPROVAL
 10/11/09
 10/11/09
 10/11/09
 10/11/09

ATKINS

The Atkins Group
 10 Holliday Street
 Birmingham
 B1 1TF

Chiltern Railways

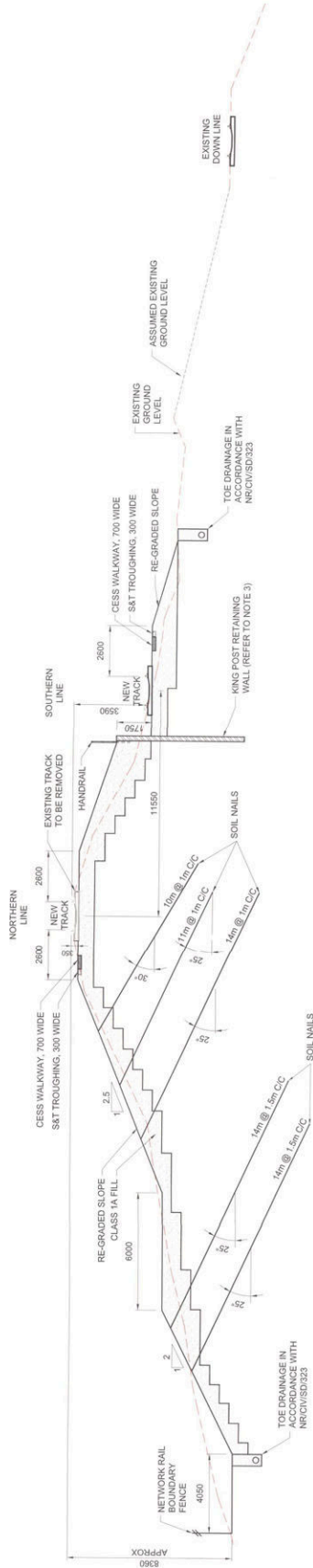
11th Floor
 100, Old Street
 London EC1A 3DF

PROJECT EVERGREEN 3
LINESPEED IMPROVEMENTS
GRIP STAGE 3/4

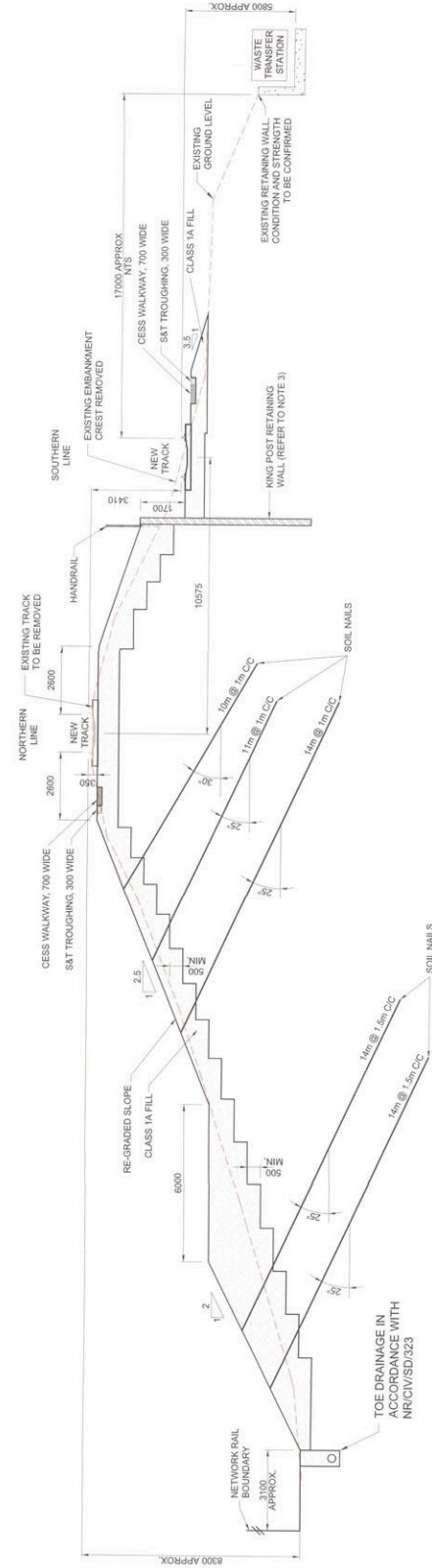
NORTHOLT TO RUJSLIP EMBANKMENT
 WIDENING (0m 14ch TO 0m 67ch)
 PROPOSED RE-PROFILED SECTIONS
 SHEET 1 OF 3

Author	Checked	Date
P.YOUNG	J.LESSER	17/07/09
R.JUPP	J.STEER	17/07/09
Scale	1:100	NA+1 0m 14ch TO 0m 67ch

508374/IRLS/IMF/CST/05554 | A01



SECTION A-A - 0m 55ch
 SCALE 1:125



SECTION B-B - 0m 51ch
 SCALE 1:100

NOTES:

1. TO BE READ IN CONJUNCTION WITH DRAWINGS AND DOCUMENTS LISTED ON DRAWING 5083741-RLS/MFC/CST/05559.
2. FOR REPROFILING TYPICAL DETAILS REFER TO DRAWING 5083741-RLS/FC/CST/05553.
3. A KING POST RETAINING WALL WILL BE REQUIRED BETWEEN THE TRACKS FROM AMP 4.5m TO 8m. REFER TO DRG 5083741-RLS/MFC/CST/05559 FOR DETAILS.

Rev	Date	Issue History	Drawn	Checked	App'd
A01	16.10.09	FORM A APPROVAL	JH	JE	DS
P02	09.10.09	DRAFT FOR TENDER	PH	JE	DS
P03	23.09.09	DRAFT FOR TENDER	SBC	MD	DS
P04	17.07.09	DRAFT FOR TENDER	PY	JE	DS

Approval

APPROVAL

ATKINS

The Axis
10 Holliday Street
West Midlands
B1 1TF

Tel: +44 (0)121 463 2800
Fax: +44 (0)121 463 8333

Chiltern Railways

Project: 05559

Issue: 23/09/09

Author: JH

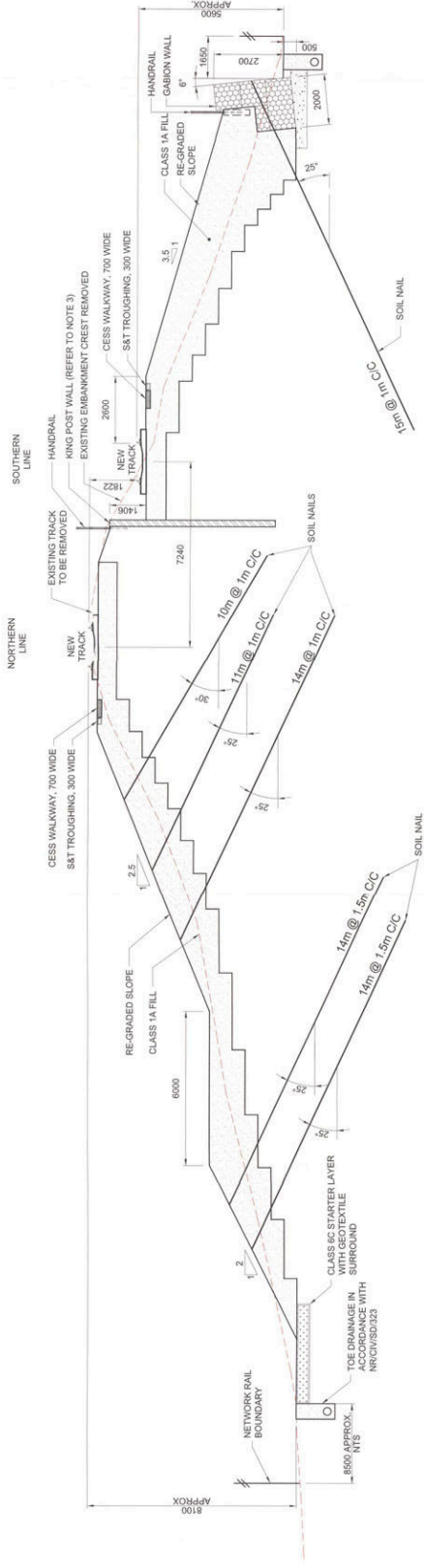
Check: JE

App'd: DS

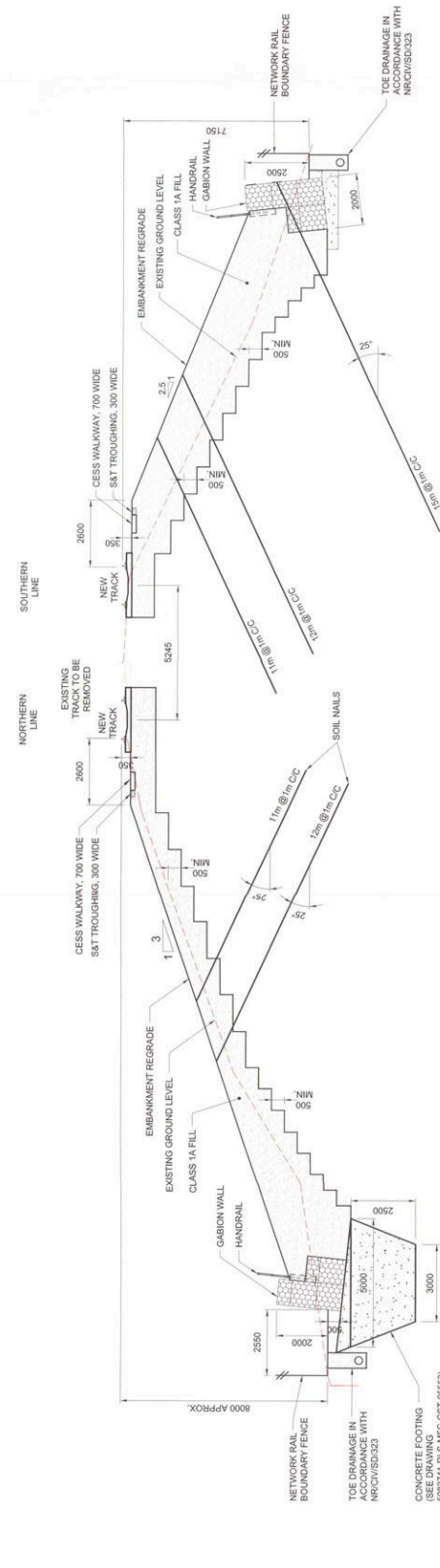
**PROJECT EVERGREEN 3
LINESPEED IMPROVEMENTS
GRIP STAGE 3/4**

**NORTHOLT TO RUILIP EMBANKMENT
WIDENING (0m 14ch TO 0m 67ch)
PROPOSED REPROFILED SECTIONS
SHEET 2 OF 3**

Author	P.YOUNG	Date	17/07/09	Checked	J.SLESSER	Date	17/07/09
Drawn	R.JULIFF	Date	17/07/09	Checked	D.STEER	Date	17/07/09
Issue No	AS SHOWN	Scale	NA1 0m 14ch TO 0m 67ch	Project No	5083741-RLS/MFC/CST/05555		
Sheet No	A 01						



SECTION C-C - 0m 43.5ch
SCALE 1:100



SECTION D-D - 0m 37.5ch
SCALE 1:100

NOTES:

1. TO BE READ IN CONJUNCTION WITH DRAWINGS 5083741/RLS/MFC/CS/05550.
2. FOR REVISIONS TO THIS DRAWING, DETAILS REFER TO DRAWING 5083741/RLS/MFC/CS/05550.

Rev	Date	Issue History	Drawn	Checked	App'd
JAZZ	08.02.10	FORM A APPROVAL	CT		
JAD1	16.10.09	FORM A APPROVAL	JH	JE	DS
PR3	09.10.09	DRAFT FOR TENDER	PH	JE	DS
PR2	23.09.09	DRAFT FOR TENDER	SRC	MD	DS
PR1	17.07.09	DRAFT FOR TENDER	PY	JE	DS

ATKINS
 The Aylesbury Railway Station
 10 Holiday Street
 Watlington, Oxfordshire
 OX11 1TP

Chiltern Railways
 BRITISH RAILWAYS PROJECT
 23 FEB 2010
 23 FEB 2010
 Tel: +44 (0)121 483 8300
 Fax: +44 (0)121 483 8333

APPROVAL FOR PLANNING

**PROJECT EVERGREEN 3
 LINESPEED IMPROVEMENTS
 GRIP STAGE 3/4**

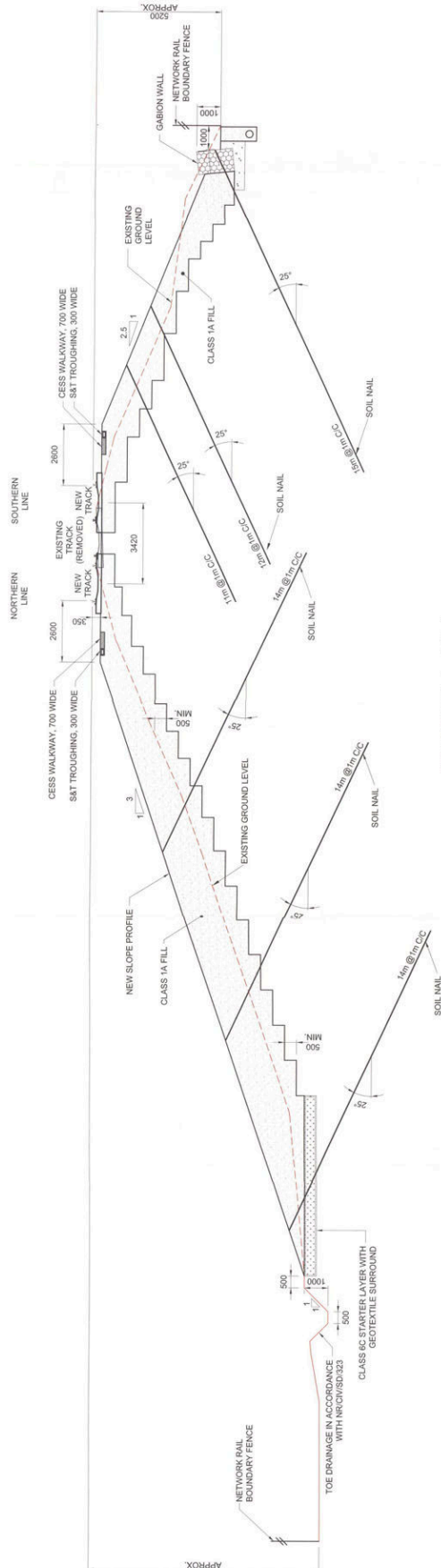
**NORTHOLT TO RUISLIP EMBANKMENT
 WIDENING (0m 14ch TO 0m 67ch)
 PROPOSED RE-PROFILED SECTIONS**

SHEET 3 OF 3

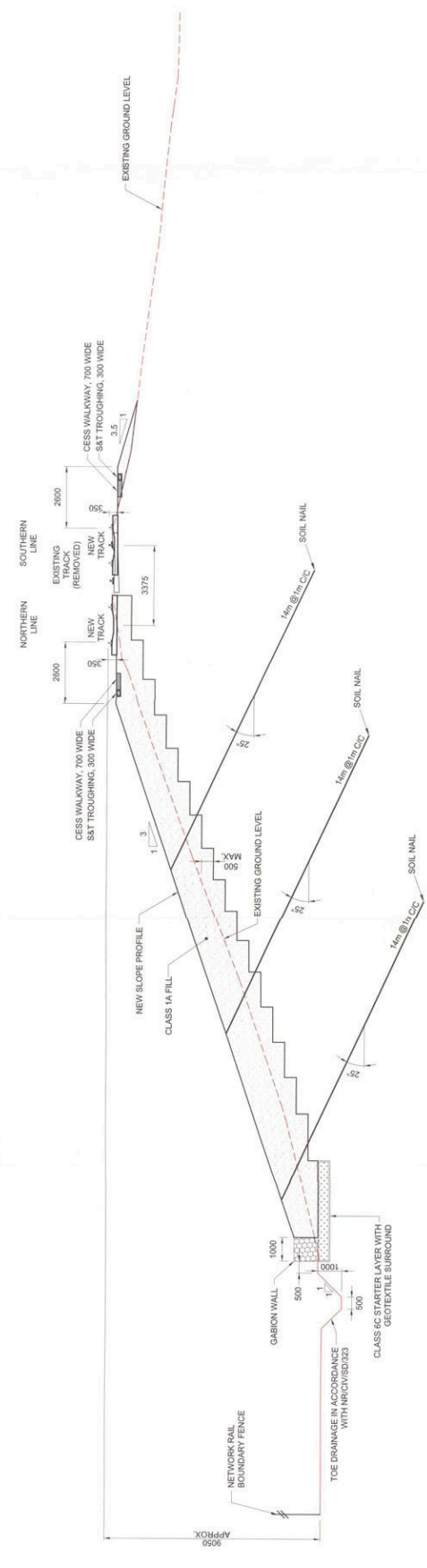
Client: C.TODD/RM
 Design: 08/07/10
 Checked: JESSER
 Date: 08/07/10

Scale: A1
 1:100
 N/A: 0m 14ch TO 0m 67ch

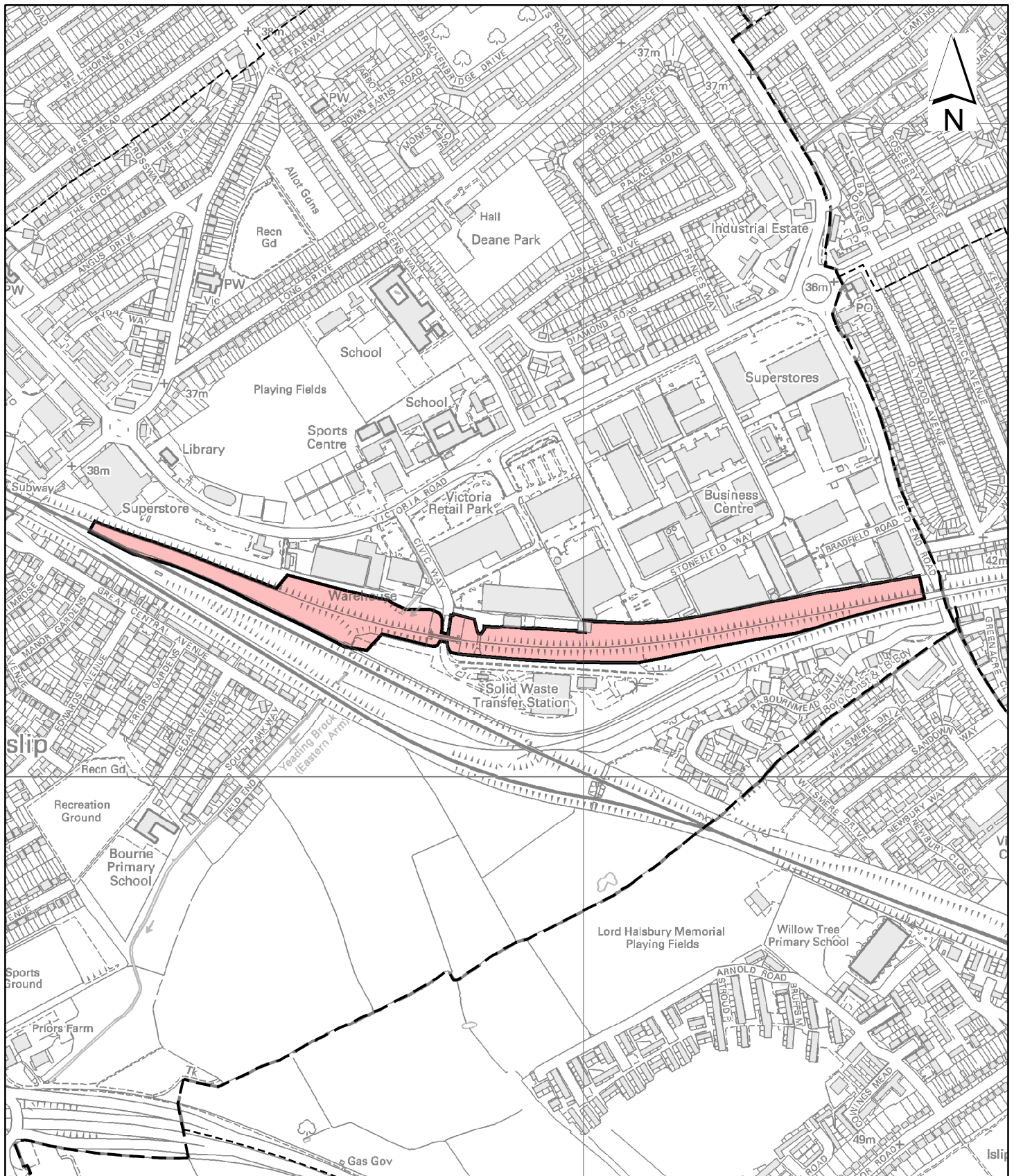
Drawing Number: 5083741/RLS/MFC/CS/05556
 Revision: A.02



SECTION E-E - 0m 26.5ch
 SCALE: 1:100



SECTION F-F - 0m 21ch
 SCALE: 1:100



Notes

 Site boundary

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Site Address

**Northolt Junction
Civic Way
Ruislip**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

66712/APP/2010/103

Scale

1:8,000

Planning Committee

North Page 135

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 3 PIKES END EASTCOTE PINNER
Development: Front porch infill, first floor side extension and alterations to existing side elevation.
LBH Ref Nos: 18957/APP/2010/266

Date Plans Received: 12/02/2010 **Date(s) of Amendment(s):**
Date Application Valid: 11/03/2010



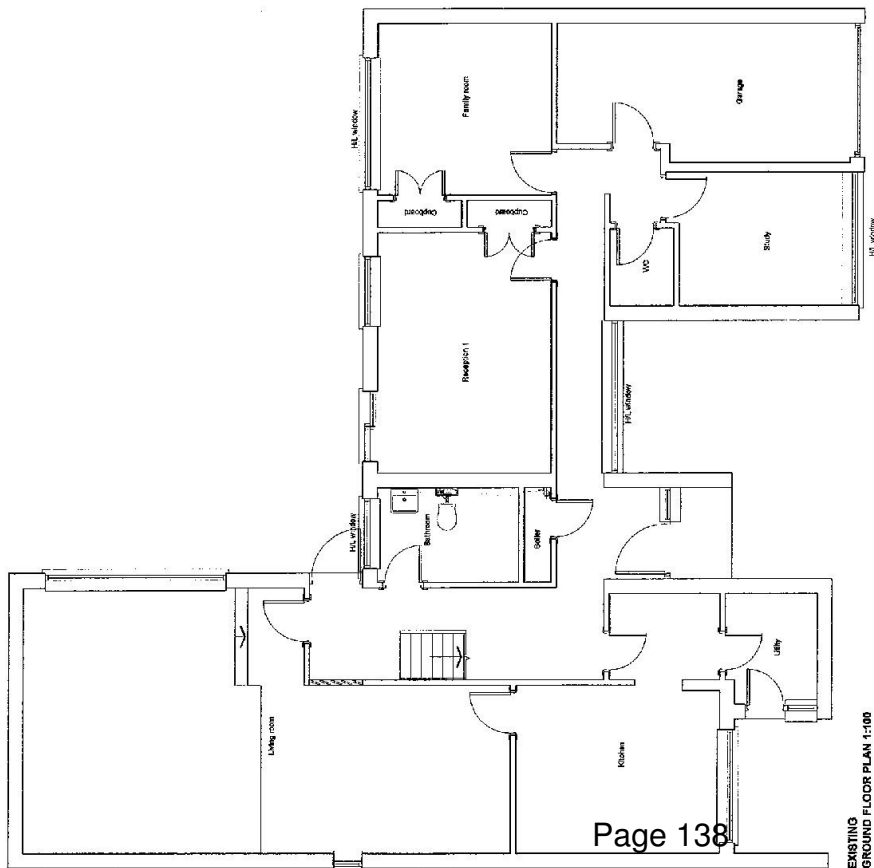
Project:	Proposed extension at 3 Pikes End Eastcote HA5 2EX
Title:	Location plan Block plan
Scale:	1:1250 1:200
Date:	16.03.09
Drawn by:	S.Phillis
Drawing No.:	0033-PL-01F

Revision	Site boundary outlined	Date
F		10.03.10

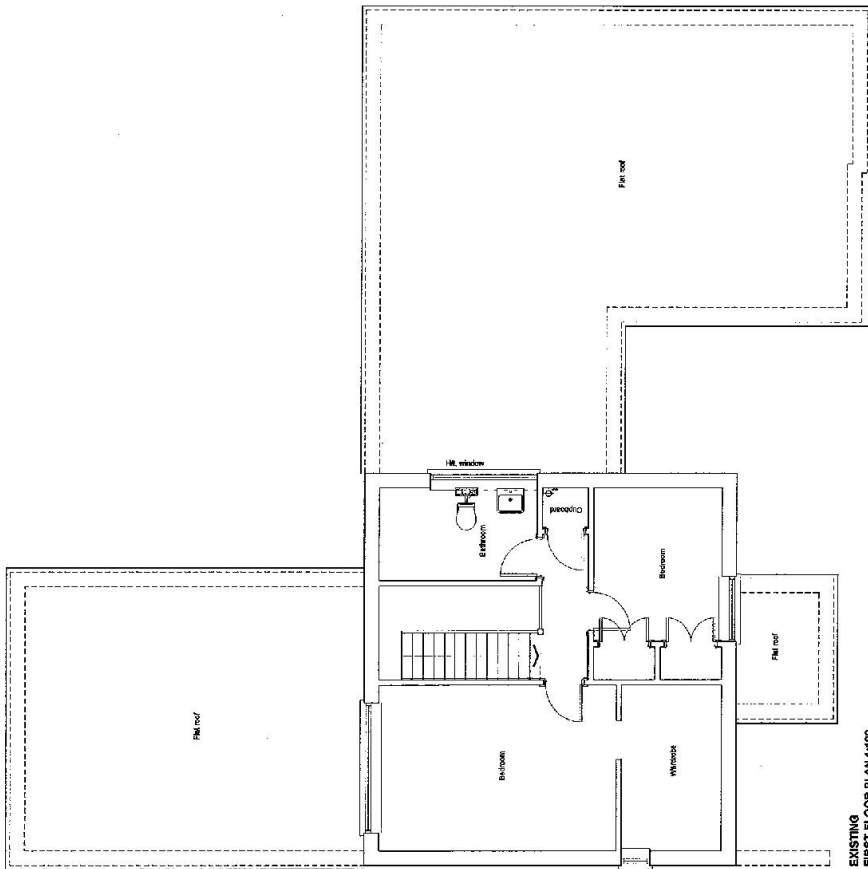
BLOCK PLAN 1:200

LOCATION PLAN 1:1250

PLANNING ISSUE

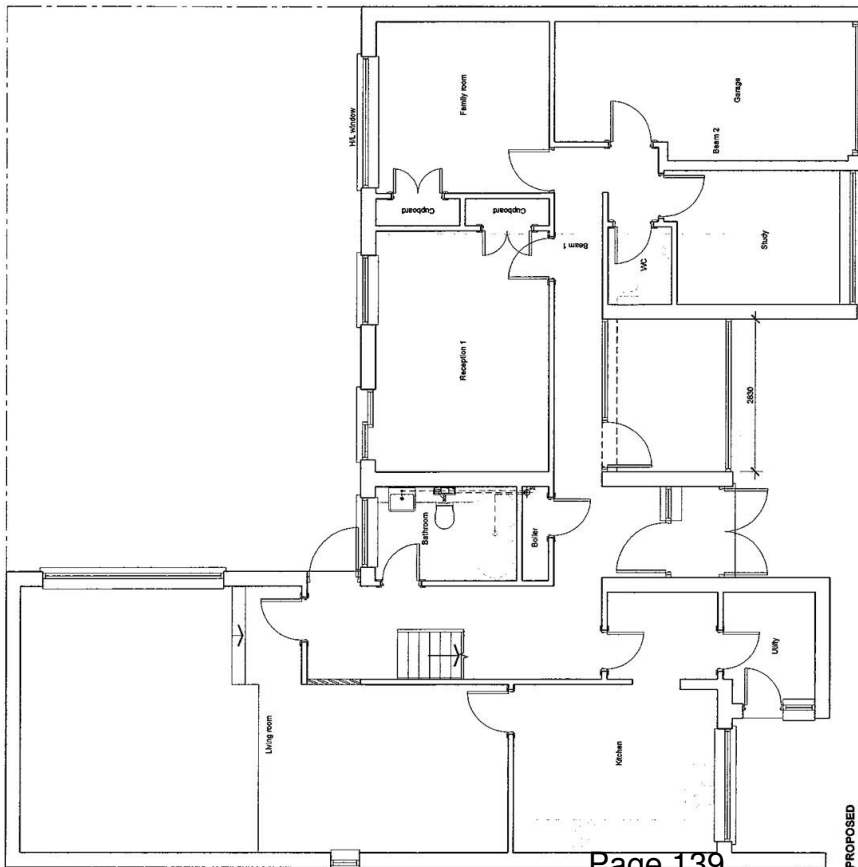


EXISTING GROUND FLOOR PLAN 1:100

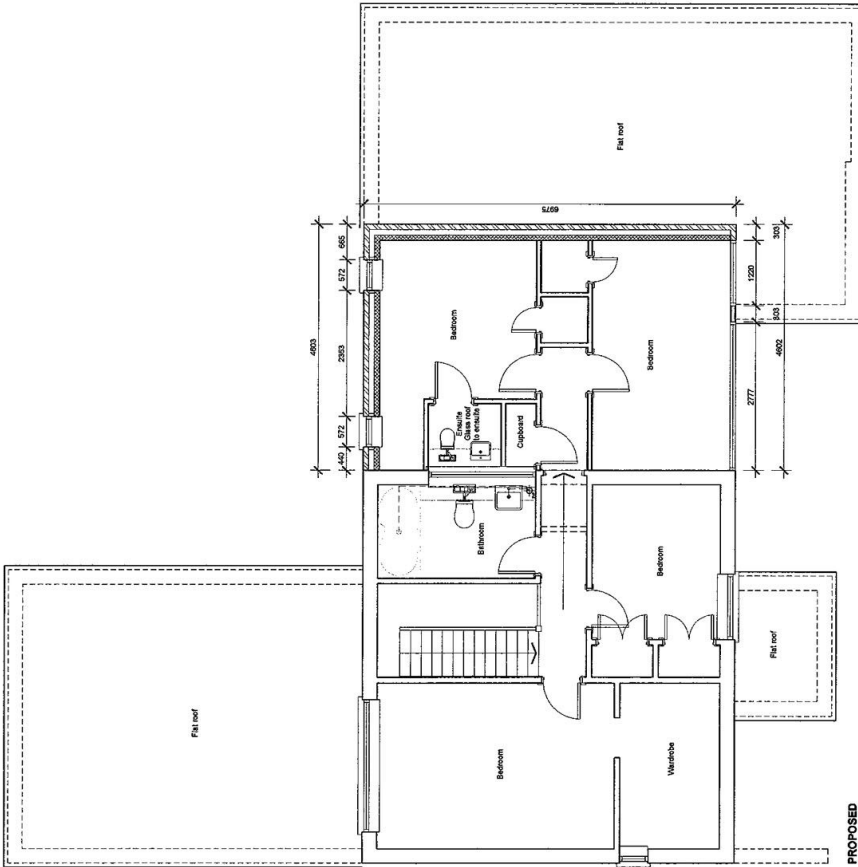


EXISTING FIRST FLOOR PLAN 1:100

Revision	Date
F	10.03.10
Scale corrected	
Project: Proposed extension at 3 Pines End Essex HA5 2EX	
Title: Existing Ground floor plan First floor plan Location plan	
Scale: 1:100	Date: 10.03.09
Drawn by: S. Phipps	Drawing No.: 0038-PL-02F
PLANNING ISSUE	

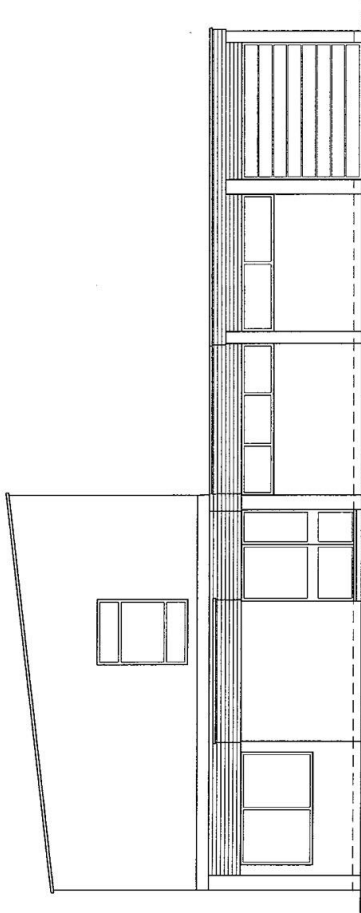


PROPOSED
GROUND FLOOR PLAN 1:100

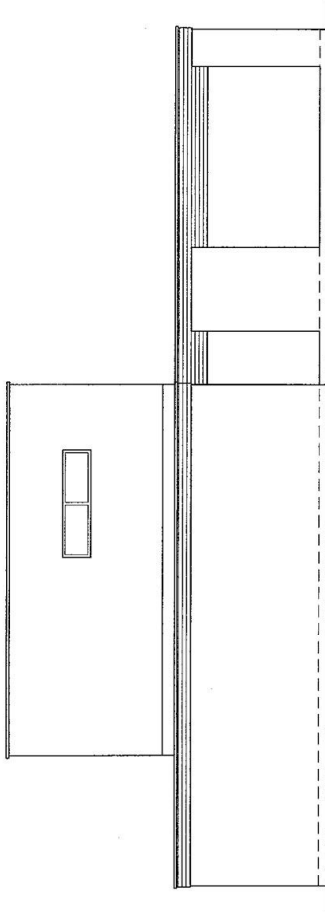


PROPOSED
FIRST FLOOR PLAN 1:100

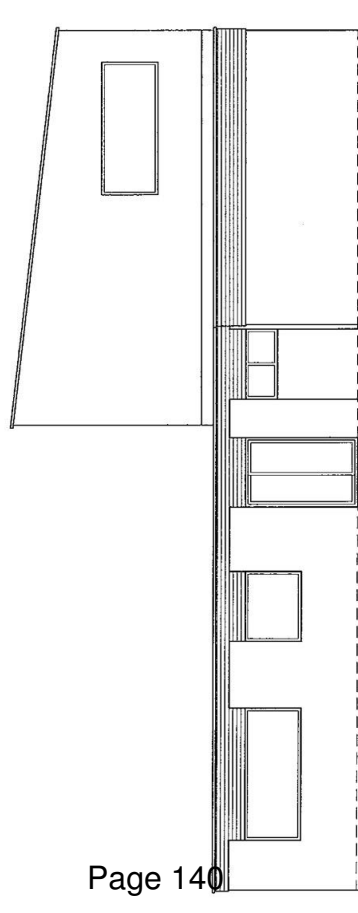
Revision	F	Scale corrected	Date	10.03.10	
Project: Proposed extension at Plot 10, E and Esplanade, HA5 2EX					
Title: PROPOSED Ground floor plan First floor plan					
Scale:	1:100	Date:	07.09.09	Drawn By:	S. Phillips
				Drawing No.:	0033-PL-04F
PLANNING ISSUE					



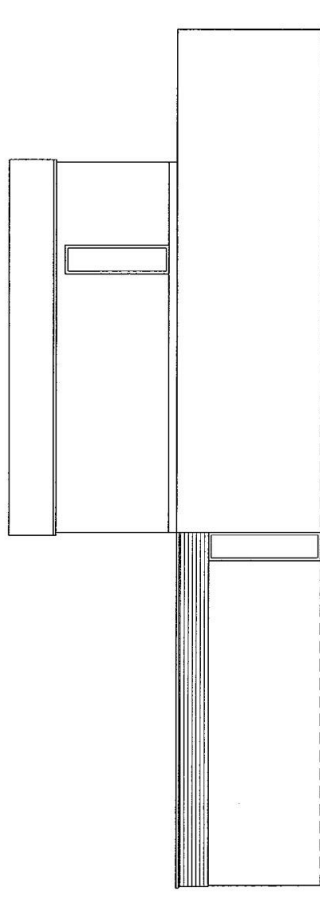
EXISTING
FRONT ELEVATION 1:100



EXISTING
SIDE ELEVATION 1:100

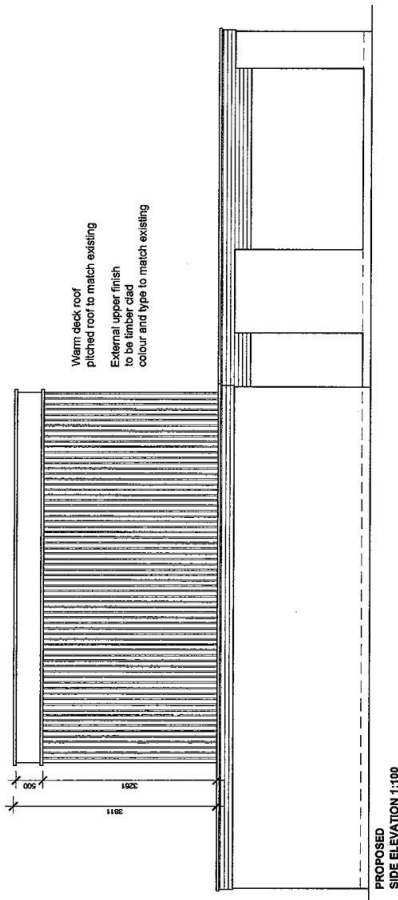


EXISTING
REAR ELEVATION 1:100

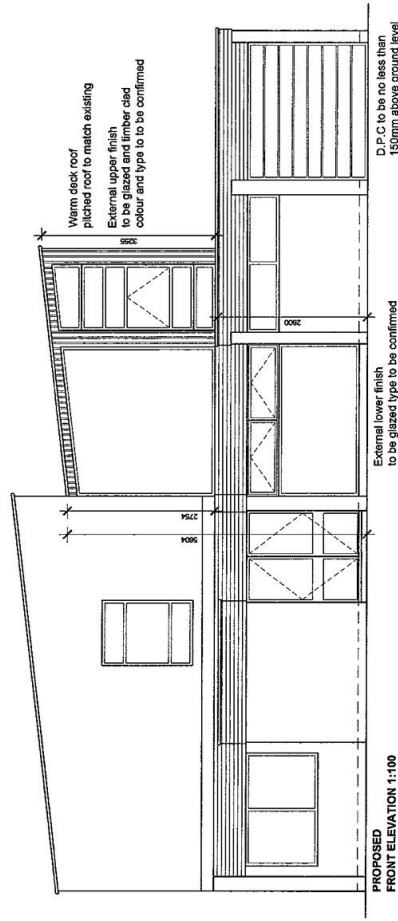


EXISTING
SIDE ELEVATION 1:100

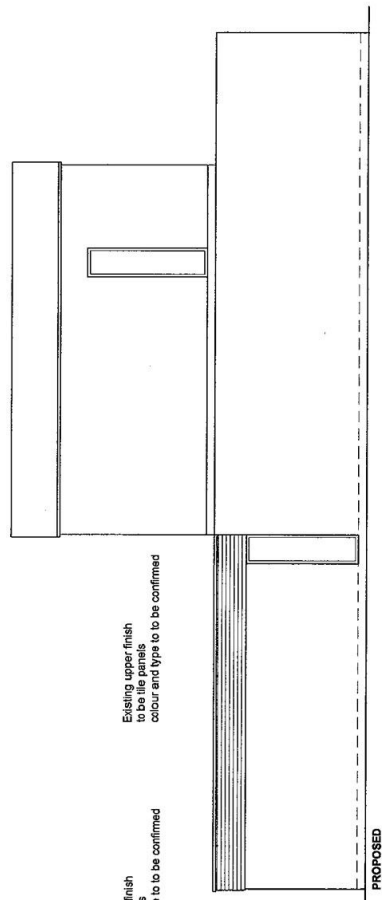
Revision	Scale corrected	Date
F		10.03.10
Proposed extension at Project: 3 Pikes End Eastcote HA5 2EX		
Title: Existing Elevations		
Scale:	Date:	Drawn by:
1:100	16.03.09	S. Phillips
		0033-PL-03F
PLANNING ISSUE		



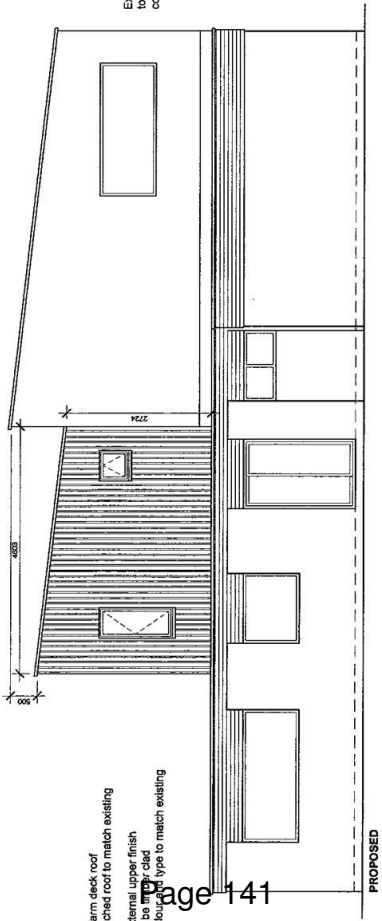
PROPOSED
SIDE ELEVATION 1:100



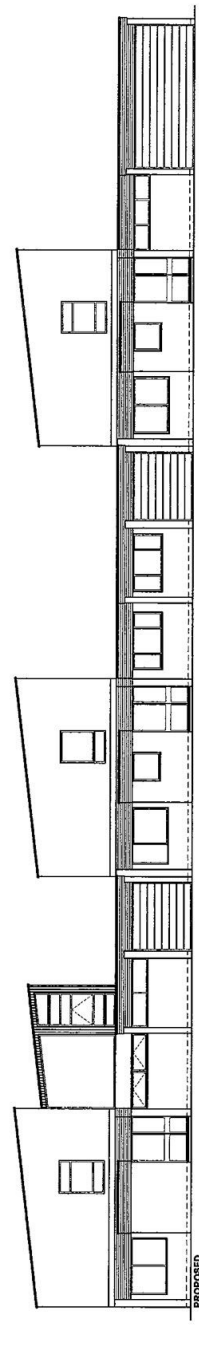
PROPOSED
FRONT ELEVATION 1:100



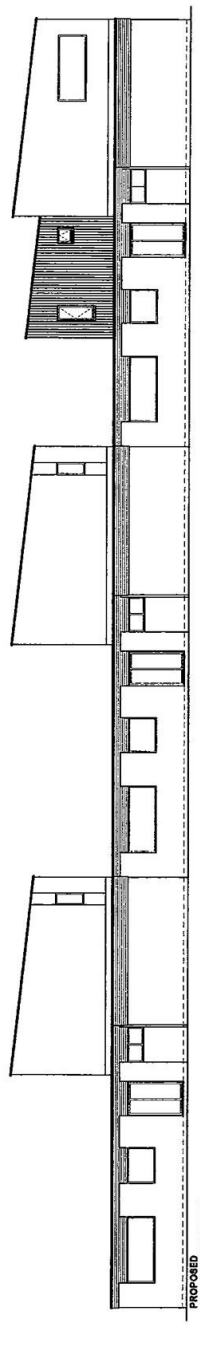
PROPOSED
SIDE ELEVATION 1:100



PROPOSED
REAR ELEVATION 1:100

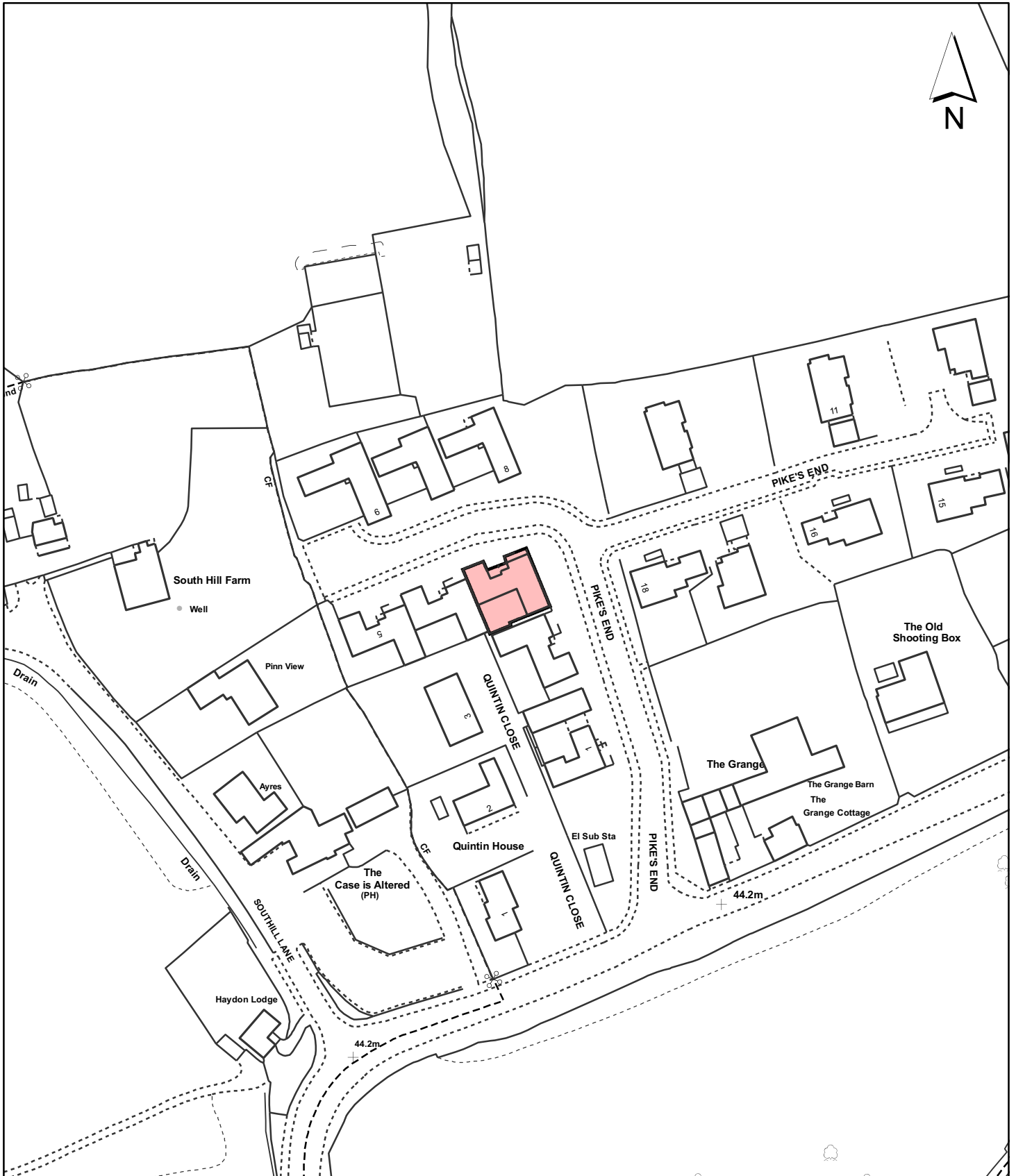


PROPOSED
FRONT ELEVATION 1:200
(Street front)




PROPOSED
REAR ELEVATION 1:200
(Other scene)

Revision	Date
F Scale corrected	10.03.10
Project: Proposed extension at 3 Piles End Rushley HAS 25A	
Title: Proposed Elevations Front and rear street scene	
Scale: 1:100 1:200	Date: 07.06.09
Drawing No.: 0033-PL-05F	
S. Phills	
DRAWN BY	
PLANNING ISSUE	



Notes

 Site boundary

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Site Address

**3 Pikes End
Eastcote**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

18957/APP/2010/266

Scale

1:1,250

Planning Committee

North Page 142

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address THE FERNS WITHY LANE RUISLIP

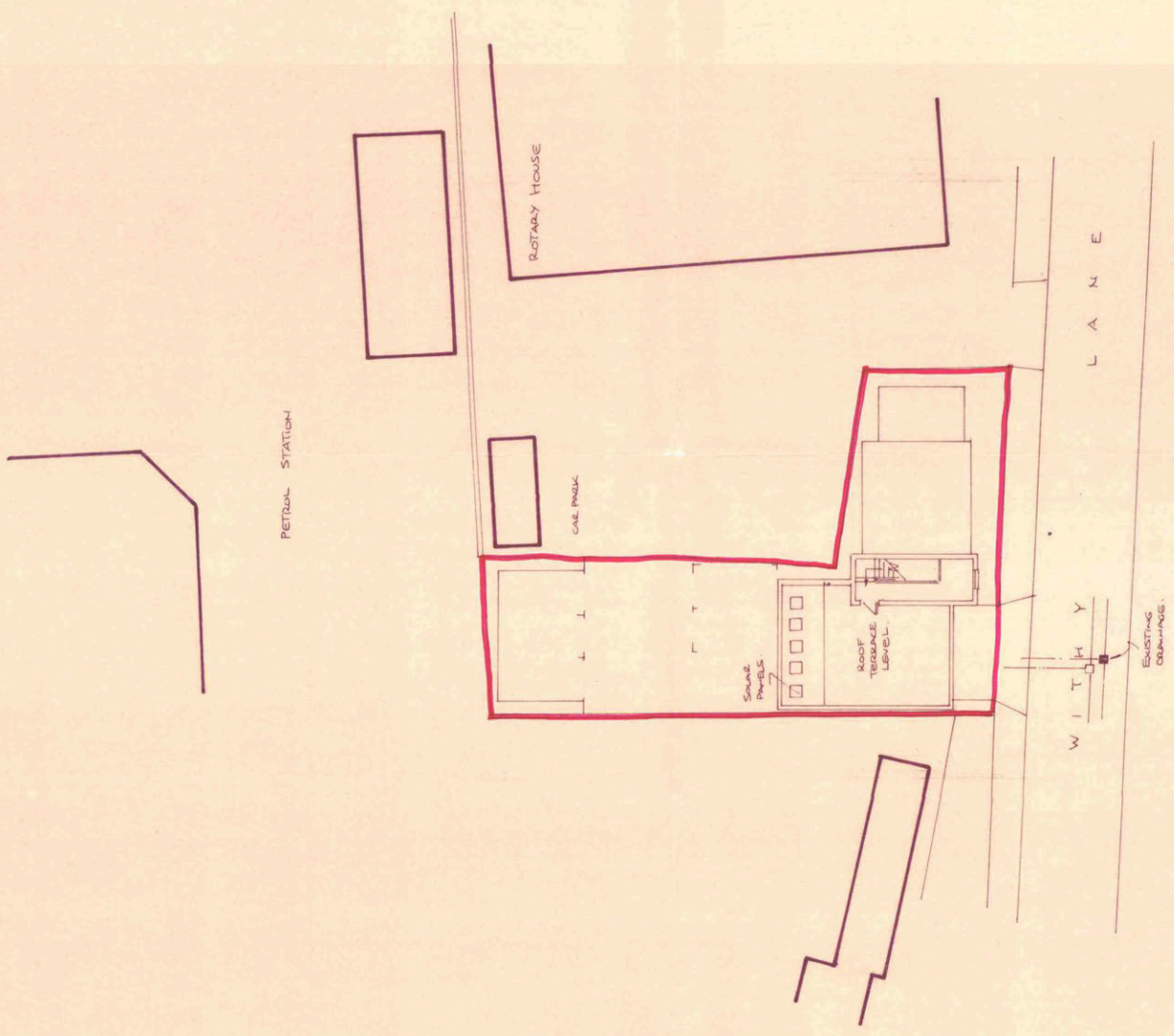
Development: Demolition of existing industrial building and erection of a block of 5 flats with associated parking (outline application.)

LBH Ref Nos: 6885/APP/2009/2650

Date Plans Received: 07/12/2009

Date(s) of Amendment(s):

Date Application Valid: 23/12/2009



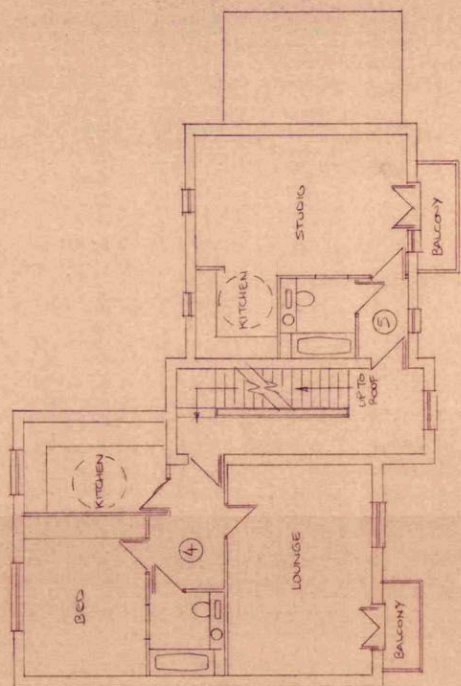
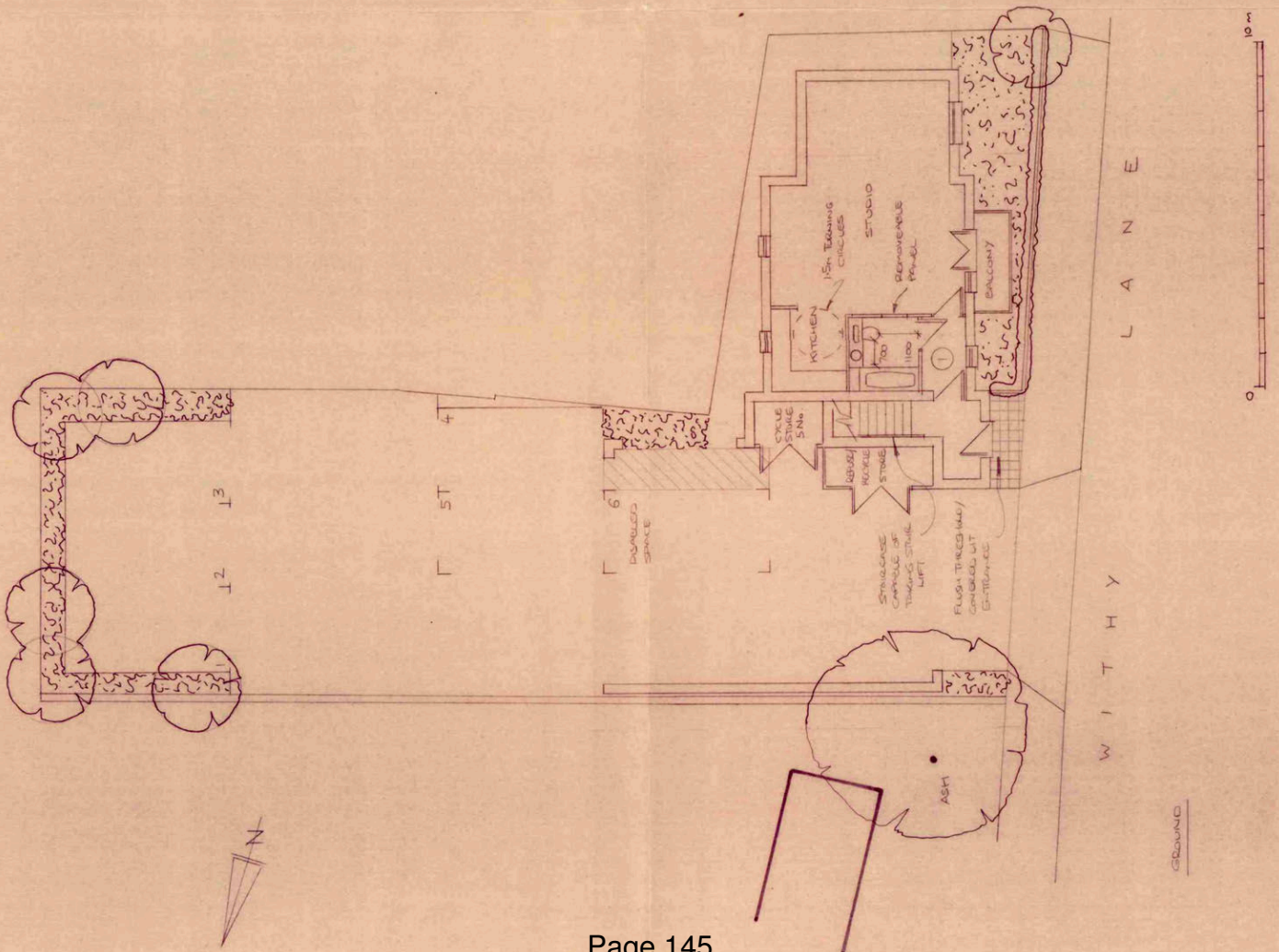
LUN BORO OF HILLINGDON
RECEIVED
- 8 DEC 2009
PLANNING & TRANSPORTATION
GROUP

BLOCK PLAN / ROOF PLAN

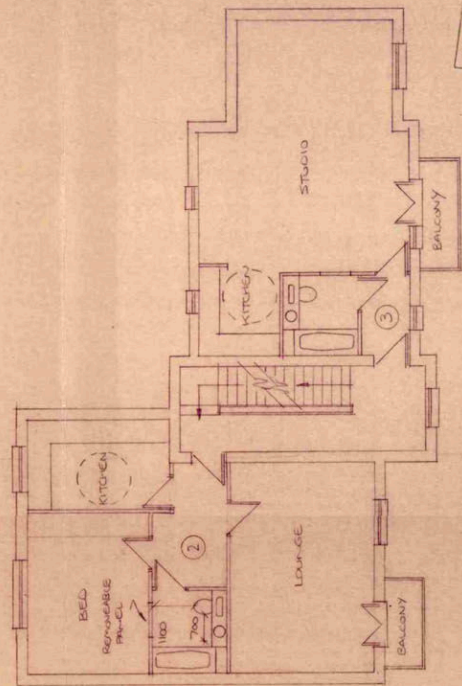
Project No.	05/3004/8	Author	H
Date	27/10/09	Drawn by	H
Scale	1:200	Check	H

W J Macleod
ARCHITECT
151-153 High Street, Hillingdon, Bucks, MK44 0AB

LAND AT WITHY LANE,
RUISLIP, MIDDX.



SECOND



FIRST

LOW BOARD OF FLOODPLAIN RECEIVED
- 8 DEC 2009
PLANNING & TRANSPORTATION GROUP

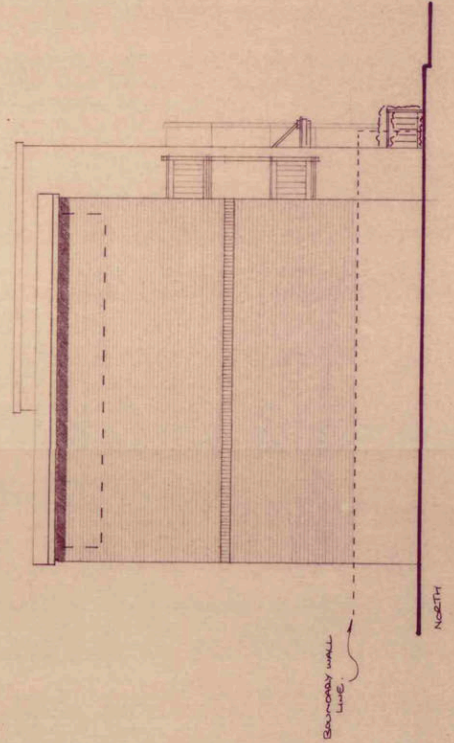
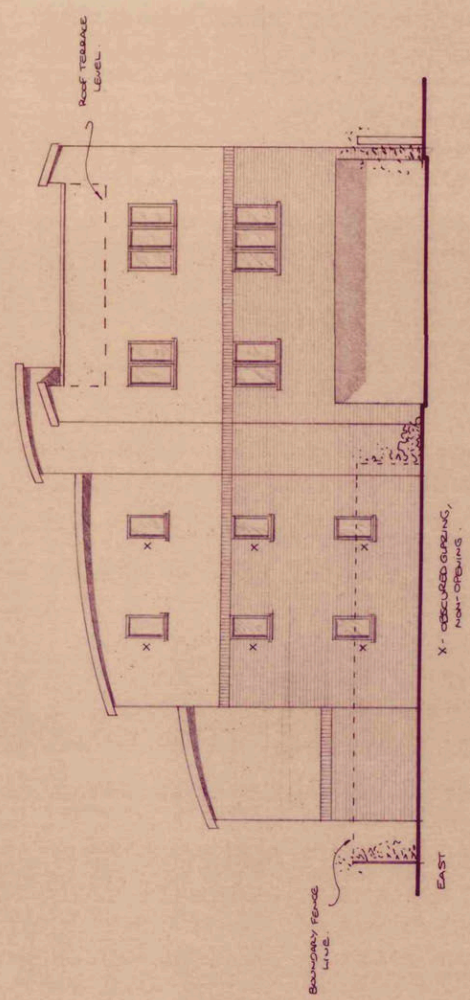
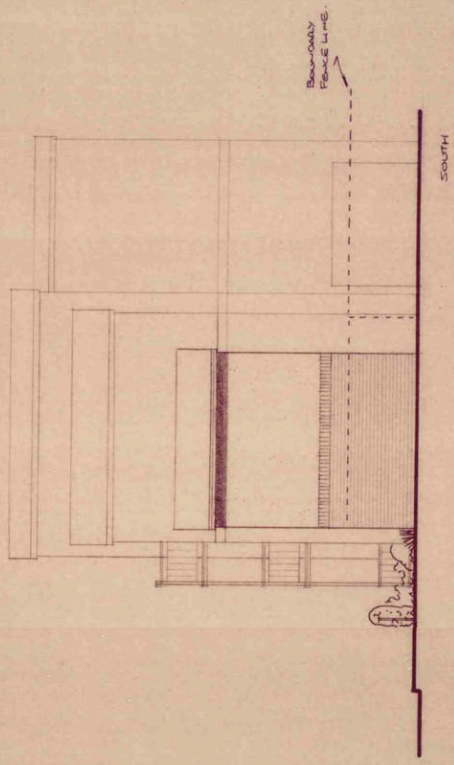
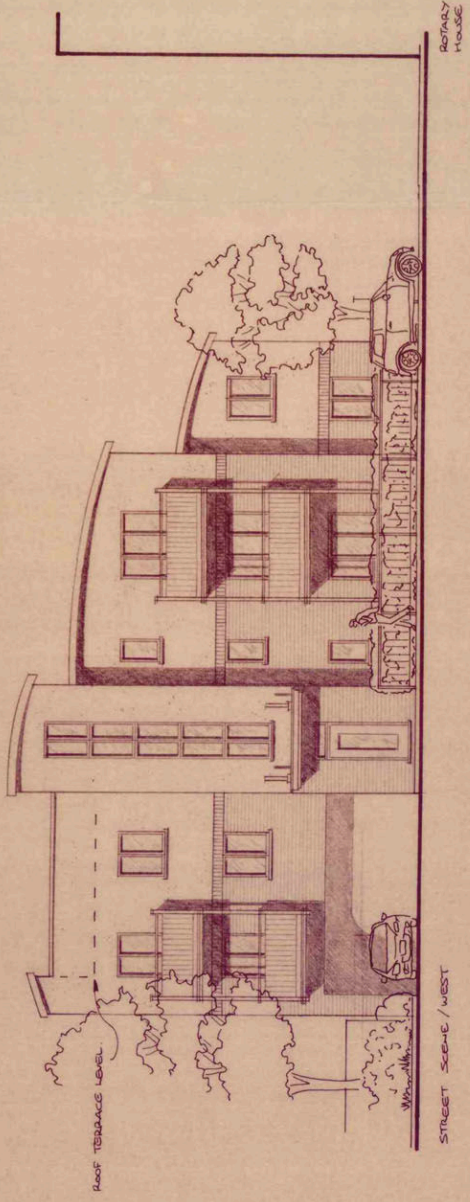
FLOOD PLANS

Drawn	05 / 3024 / 9
Check by	26 / 10 / 09
Date	1 - 100
Scale	H

W J Macleod
ARCHITECT
177, High Street, Ruislip, Middx, U.K. Tel: 0181 822 2200

LAND AT WITHY LANE,
RUISLIP, MIDDX.

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 Rev. A. Gallery plans / S&S shown on 22/11/09.
 NORTH ELEVATION.

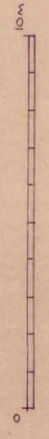


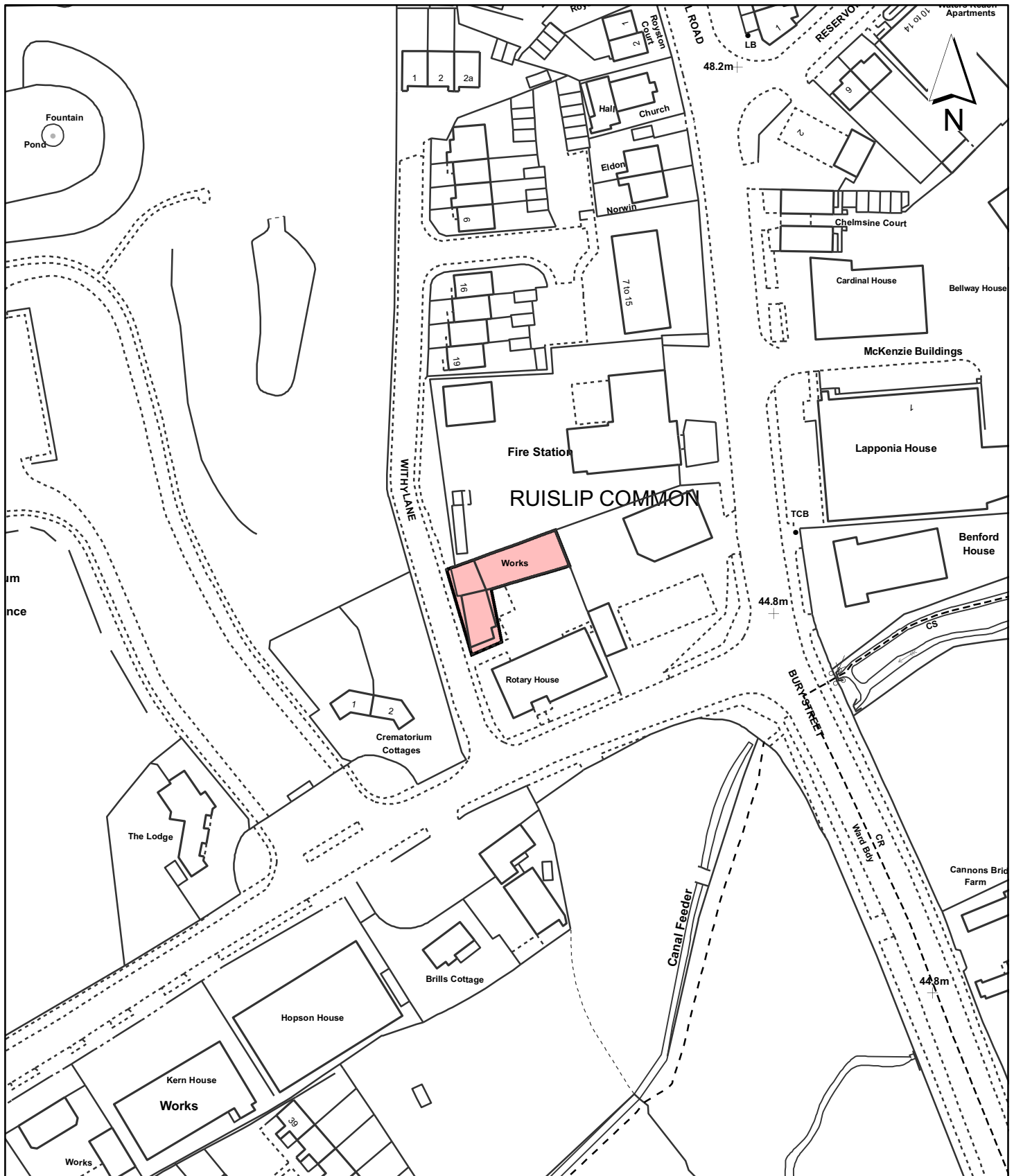
LAND AT WITTHY LANE,
 RUISLIP, MIDDX.

STREET SCENE / ELEVATIONS


Drawing Number	05/3624/10
Revision	A
Date	27/10/09
Scale	1:100
Drawn By	H
Check By	H

W J Macleod
 ARCHITECT
 17 High Road, Ruislip, Middlesex, U.K. (01895) 822220





Notes

 Site boundary

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Site Address

**The Ferns
Withy Lane
Ruislip**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

6885/APP/2009/2650

Scale

1:1,250

Planning Committee

North Page 147

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 91-97 HIGH ROAD ICKENHAM

Development: Change of use of first and second floors from Class B2 industrial use to 4 four-bedroom flats with side/rear external access staircase and rear first floor walkway and installation of new rear first floor walkway and staircase (Part Retrospective Application).

LBH Ref Nos: 14964/APP/2009/896

Date Plans Received:	29/04/2009	Date(s) of Amendment(s):	29/04/2009
Date Application Valid:	08/06/2009		08/06/2009
			19/04/2010

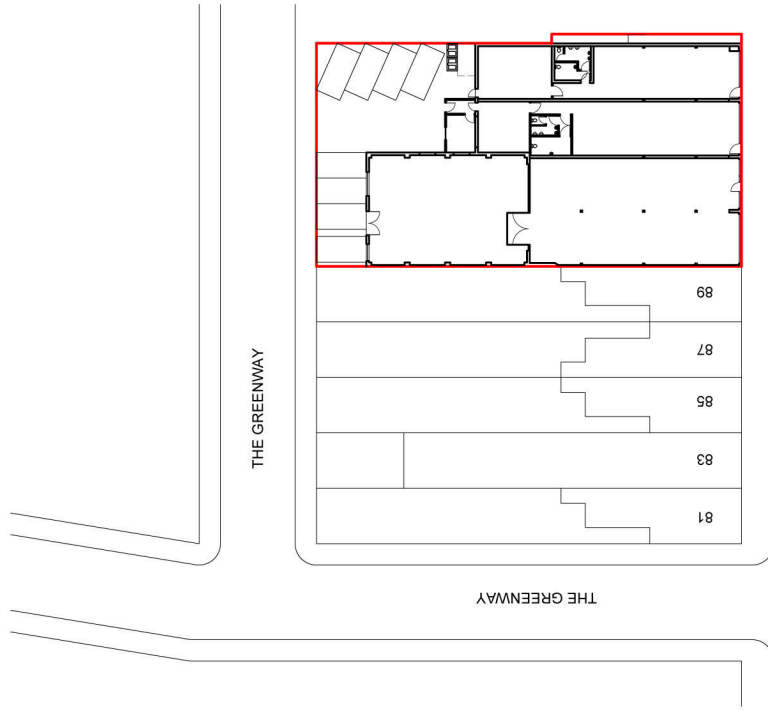
KEY:-

- S1 CAR PARKING FOR SHOPS
- F1 CAR PARKING FOR FLATS
- C1 BICYCLE STAND

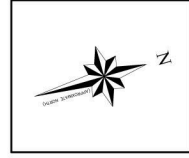
GREENWAY



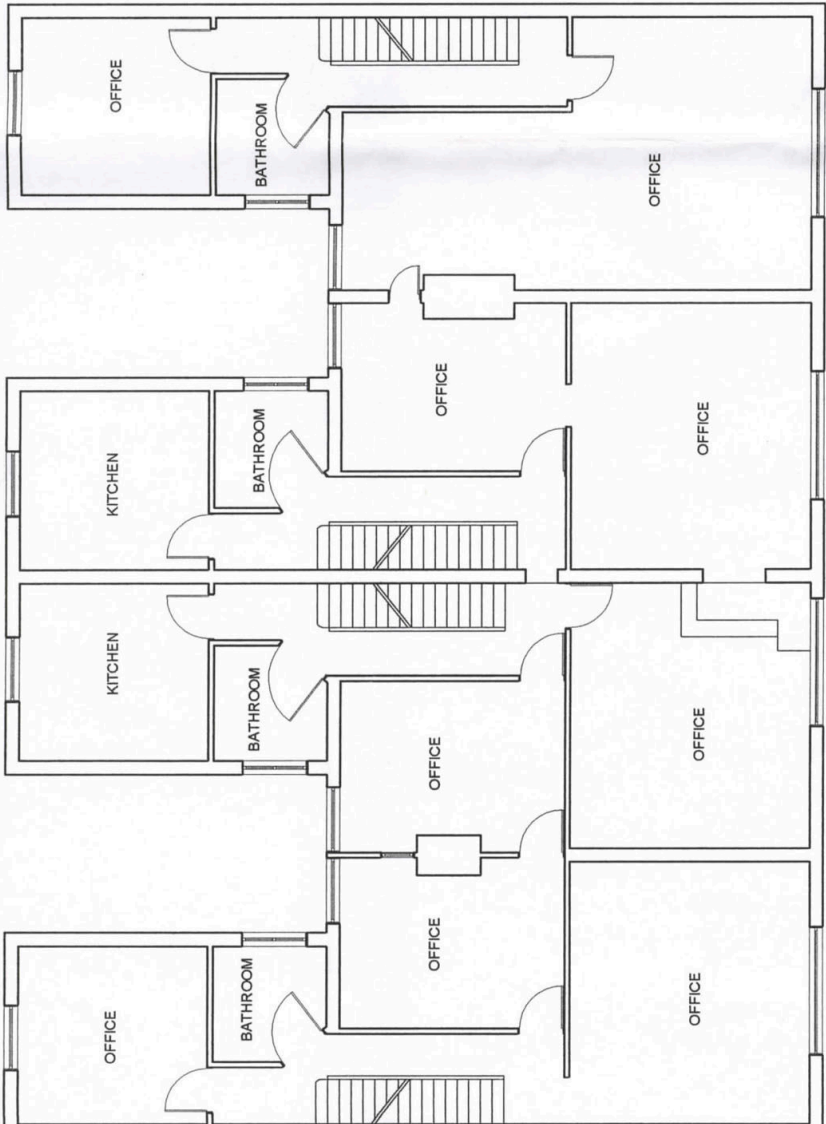
BLOCK PLAN
(scale: 1:200)



LOCATION PLAN
(scale: 1:500)

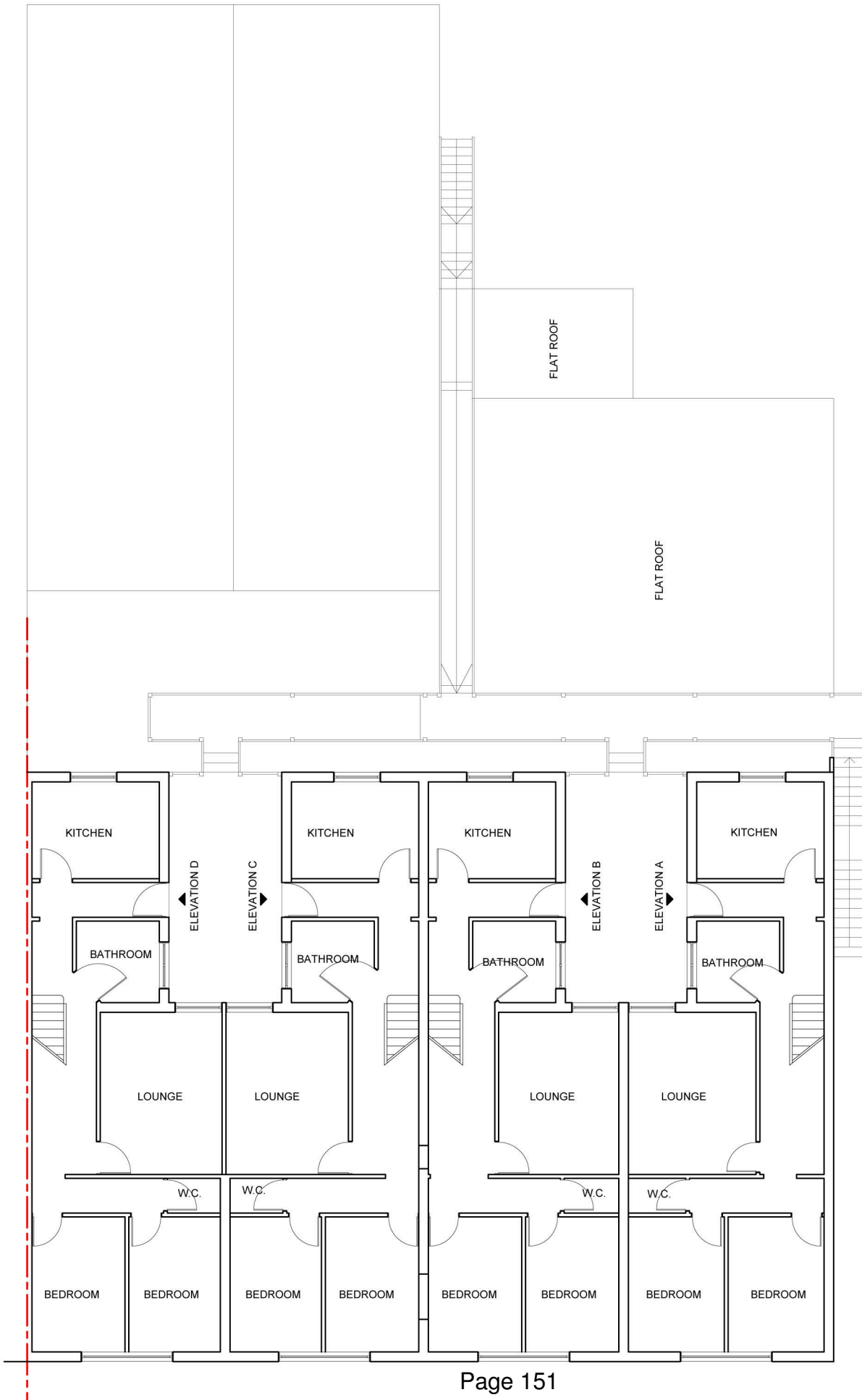


BANCIL PARTNERSHIP	Project: Proposed at 91 to 97, High Rd, Ickenhram.	Title: Block & Location Plan	Scale: as shown
			Date: 02 2007
			Drawn by: V.Patel
			Drawing No.: BP/16/16/ICK/13 Rev.: E/04/10
27-29 The Broadway, Southall, Middx, UB1 1JY		Tel: 020 8574 4546	Fax: 020 8574 4526

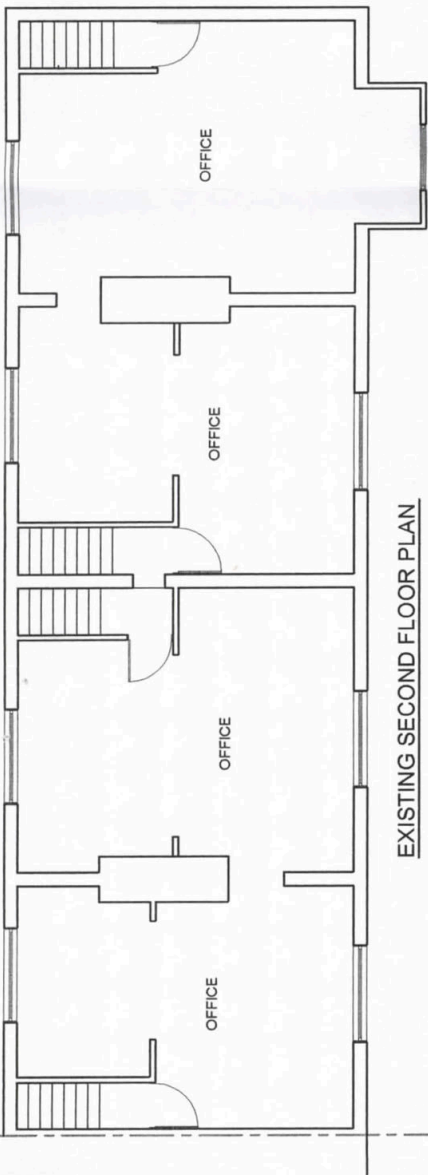


LONDON BOROUGH OF
 HILLINGDON
 RECEIVED
 29 APR 2009
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 SERVICES

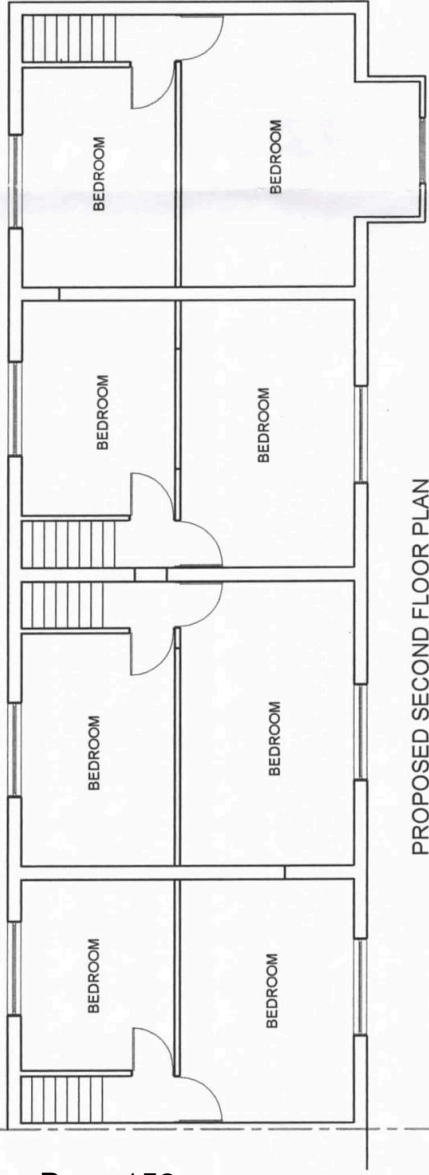
BANCIL PARTNERSHIP	Project: Proposed at 91 to 97, High Rd, Ickenham.	Title: Existing First Floor Plan	Scale: 1:100
			Date: 12 2005
			Drawn by: V. Patel
			Drawing No.: BP/1616/CK/06
27-29 The Broadway, Southall, Middx, UB1 1JY Tel: 020 8574 4546 Fax: 020 8574 4526			



BANCIL PARTNERSHIP		Project: Proposed at 91A to 97A, High Rd, Ickernham.	Title: Proposed First Floor Plan	Scale: 1:100
				Date: 02 2007
				Drawn by: V.Patel
				Drawing No.: BP/1616/ICK/70
				Fax: 020 8574 4526
				Tel: 020 8574 4546
				27-29 The Broadway, Southall, Middx, UB1 1JY



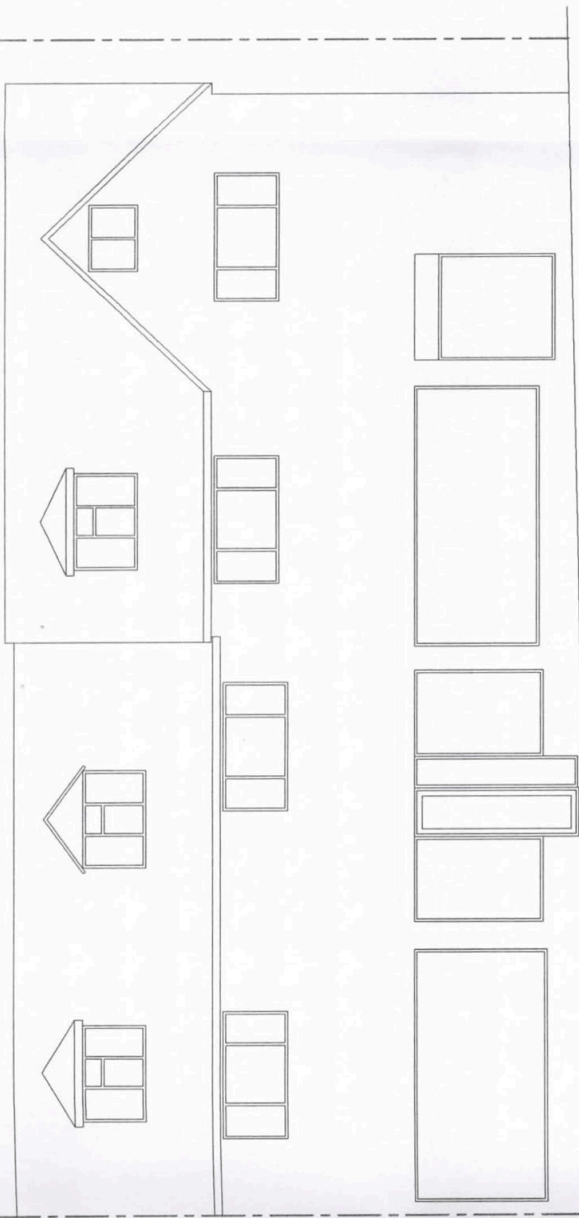
EXISTING SECOND FLOOR PLAN



PROPOSED SECOND FLOOR PLAN

LONDON BOROUGH OF HILLINGDON RECEIVED
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 PLANNING & COMMUNITY SERVICES

BANCIL PARTNERSHIP	Project Proposed at 91 to 97, High Rd, Ickenham.	Title Existing & Proposed Second Floor Plan	Scale: 1:100 Date: 12. 2005 Drawn by: V.Patel Drawing No.: BP/1616/CK/07
27-29 The Broadway, Southall, Middx, UB1 1JY Tel: 020 8574 4546 Fax: 020 8574 4526			



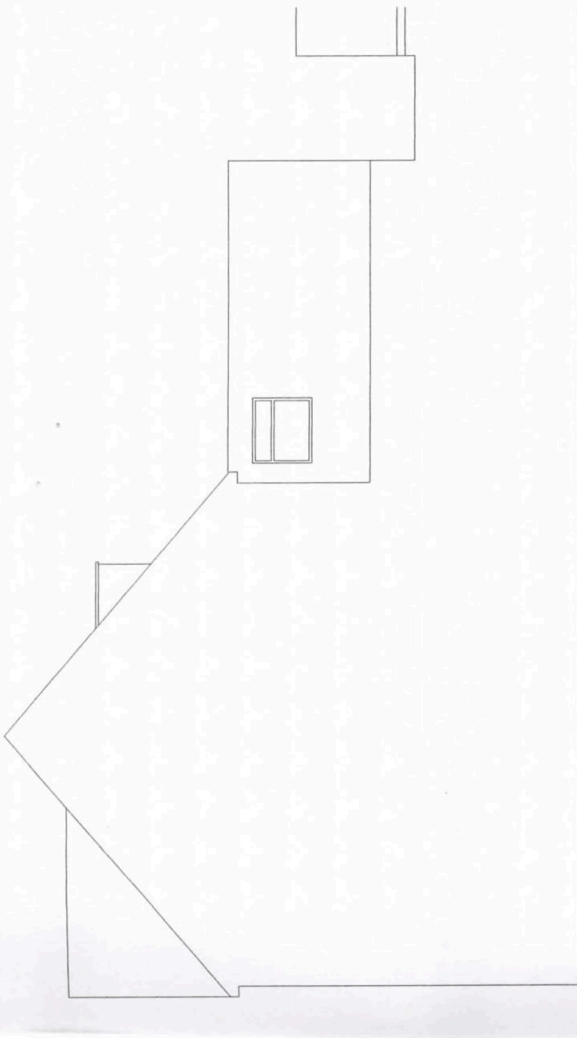
EXISTING FRONT ELEVATION



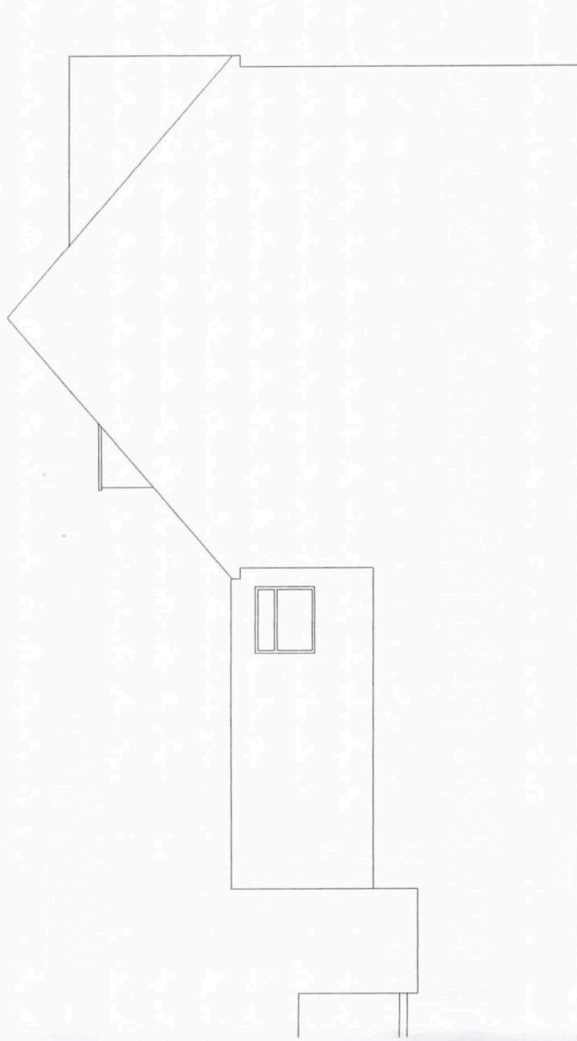
EXISTING REAR ELEVATION

LONDON BOROUGH OF
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RECEIVED
29 APR 2009
PLANNING & COMMUNITY
SERVICES

<p>BANCIL PARTNERSHIP</p>	<p>Project: Proposed at 97A - 97A, High Rd, Ickenham.</p>	<p>Title: Existing Front & Rear Elevations</p>	<p>Scale: 1:100 Date: 02 2007 Drawn by: V.Patel Drawing No.: BP/16/CK/12</p>
<p>27-29 The Broadway, Southall, Middx, UB1 1UY Tel: 020 8574 4546 Fax: 020 8574 4526</p>			



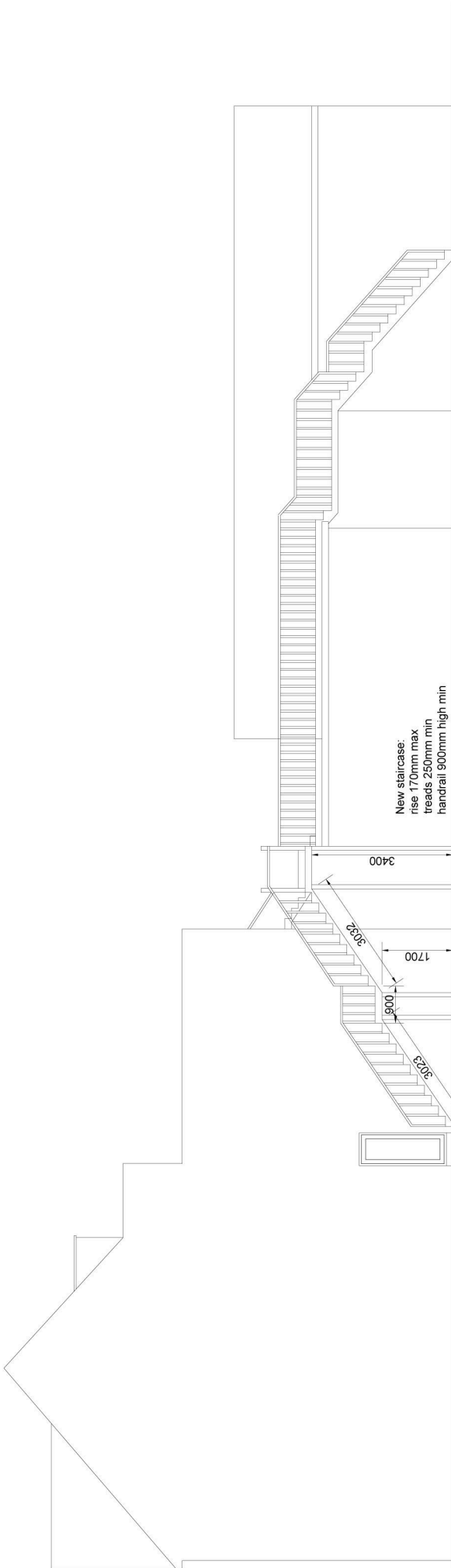
EXISTING SIDE ELEVATIONS



EXISTING SIDE ELEVATIONS

LONDON BOROUGH OF
HILLINGDON
RECEIVED
29 APR 2009
PLANNING & COMMUNITY
SERVICES

<p>BANCIL PARTNERSHIP</p>	<p>Project: Proposed at 97, High Rd, Ickenham.</p>	<p>Title: Existing Elevations</p>	<p>Scale: 1:100 Date: 08 2006 Drawn by: V Patel Drawing No.: BP/1616/CK/10</p>
<p>27-29 The Broadway, Southall, Middx, UB1 1JY Tel: 020 8574 4546 Fax: 020 8574 4526</p>			



PROPOSED SIDE ELEVATIONS

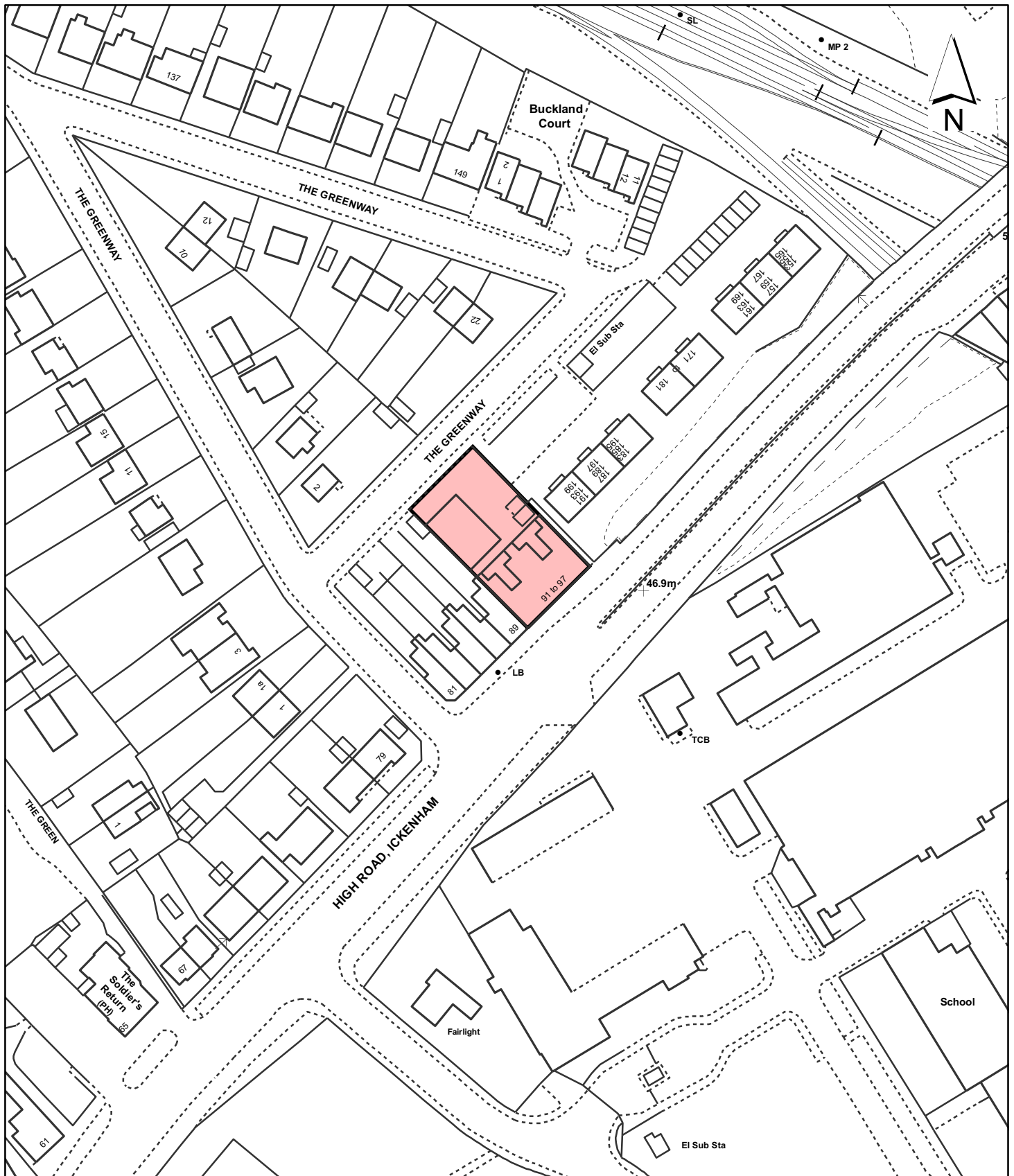
New staircase:
rise 170mm max
treads 250mm min
handrail 900mm high min

New staircase:
height to be check on site




PROPOSED REAR ELEVATIONS

<p>BANCIL PARTNERSHIP</p>	<p>Project: Proposed at 91 to 97, High Rd, Ickenham.</p>	<p>Title: Proposed Elevations</p>	<p>Scale: 1:100</p>
			<p>Date: 02 2007</p>
		<p>Drawn by: V Patel</p>	<p>Drawing No.: BP/16/16/ICK09 Rev. B/04/10</p>
<p>27-29 The Broadway, Southall, Middx, UB1 1JY Tel: 020 8574 4546 Fax: 020 8574 4526</p>			



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Site Address	
91-97 High Road, Ickenham	
Planning Application Ref:	Scale
14964/APP/2009/896	1:1,250
Planning Committee	Date
North Page 156	July 2009

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



HILLINGDON
LONDON

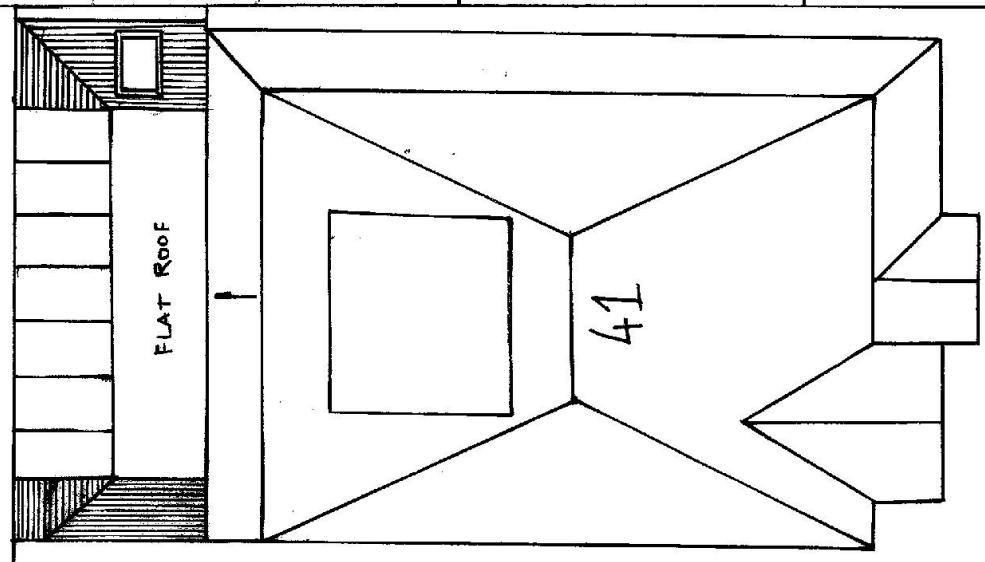
Report of the Head of Planning & Enforcement

Address 41 RUSHDENE ROAD EASTCOTE
Development: Single storey rear extension with glass panelling to rear
LBH Ref Nos: 51162/APP/2010/247

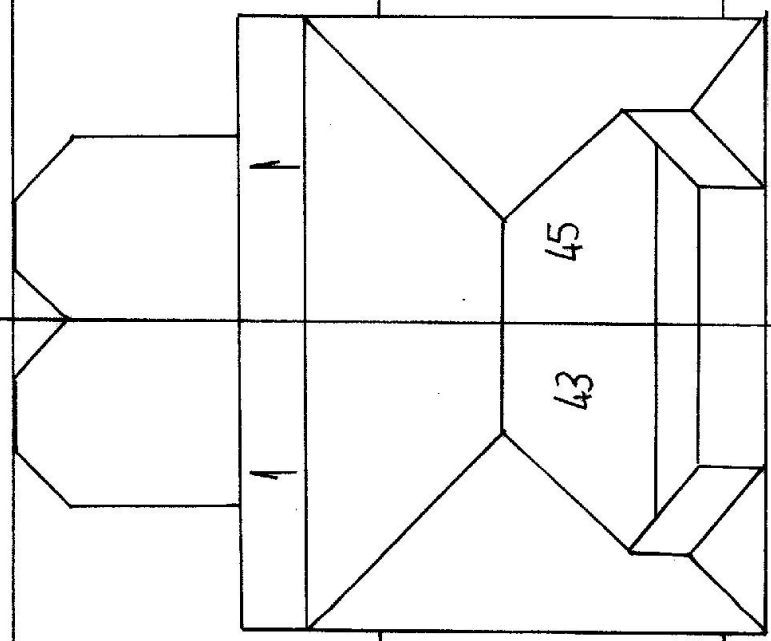
Date Plans Received:	09/02/2010	Date(s) of Amendment(s):	09/02/2010
Date Application Valid:	02/03/2010		22/02/2010



FF REAR EXTENSION
 REF. 53241/APP/2004/326
 UNDER CONSTRUCTION



SINGLE STOREY REAR EXTENSION
 APPROVED AND BUILT
 REF. 16433/APP/2008/1290



JANUARY 2010
 TSG/41RR /PRK/OI/P (S)
 PROPOSED BLOCK PLAN
 SCALE 1:100

47

KEY

T = tpo beech tree '110' - tpo 6/14

D = New Linear Drain

F = 1.25m Metal or closeboarded fence

Fm = 1.25m Metal fence

Gm = 4.9m wide x 1.25m high sliding metal gate

P = 2.44m x 4.8m Parking space

B = BINS (x2)

█ = SEE PLANT SCHEDULE

Fp = Flagstone paving

Bp = Block Paving

2.42m FOOTPATH

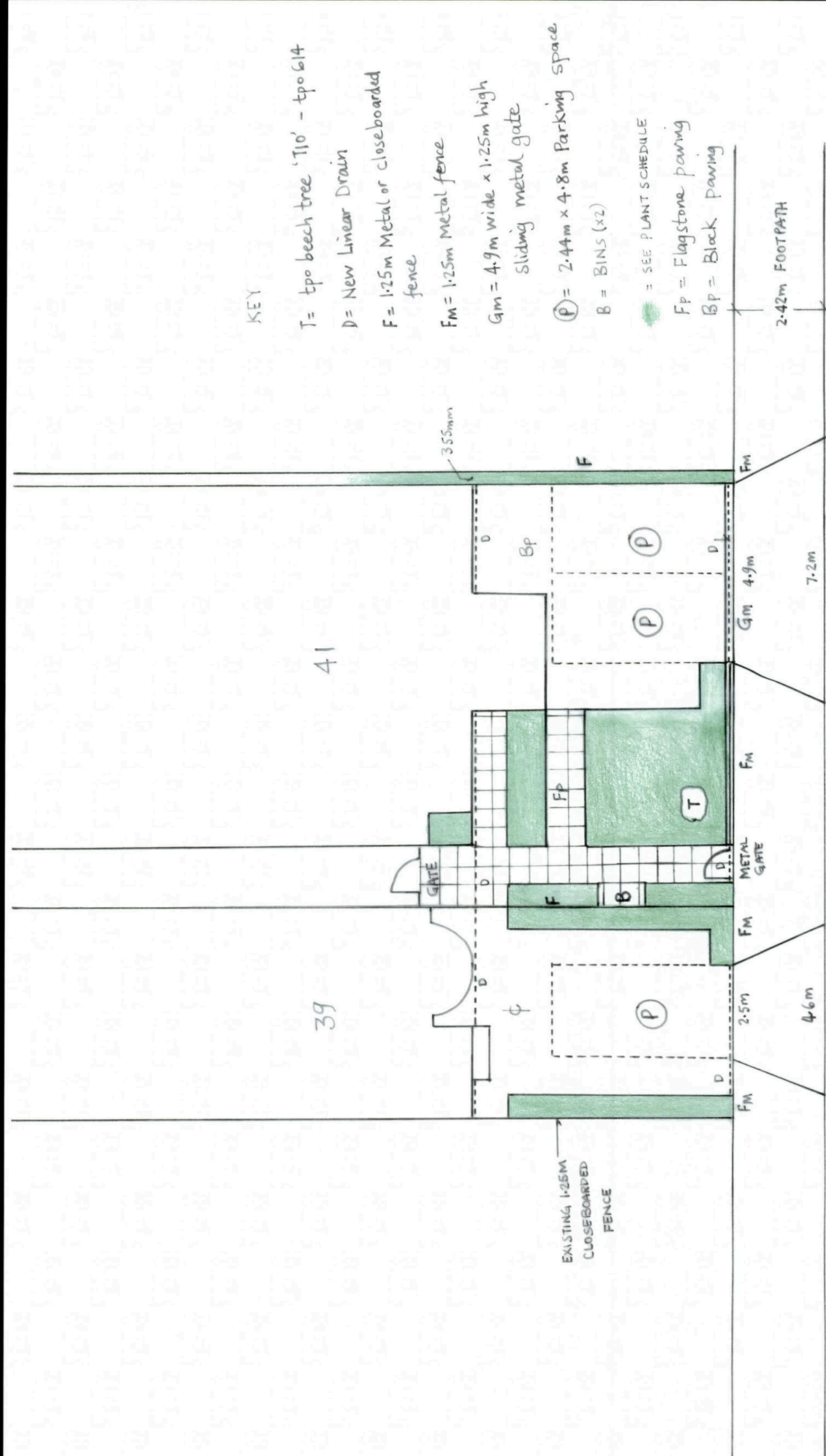
REF. 51162/APP/2010/124

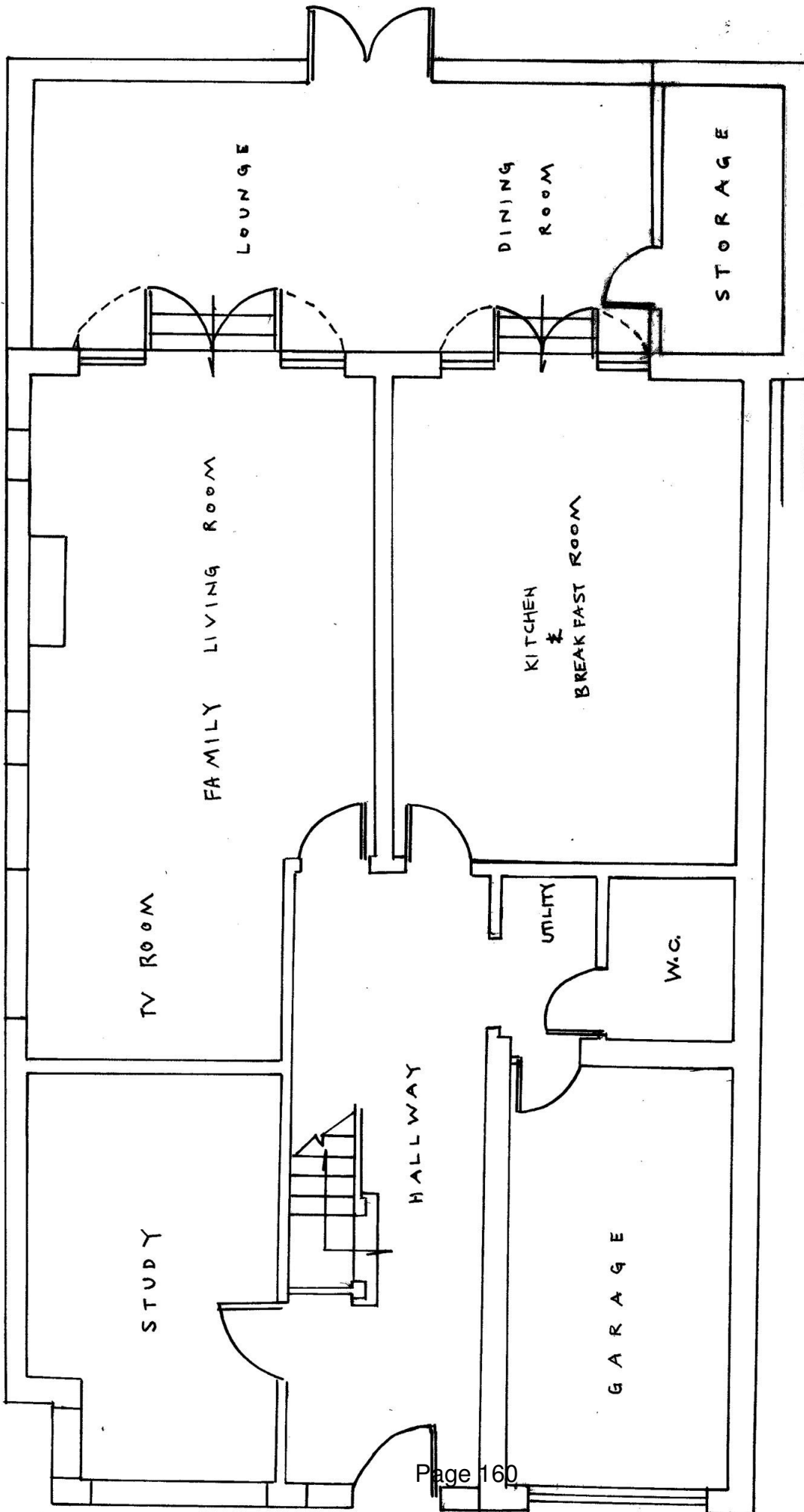
FEBRUARY 2010

TSG/41RR/PRK/COI

BLOCK PLAN

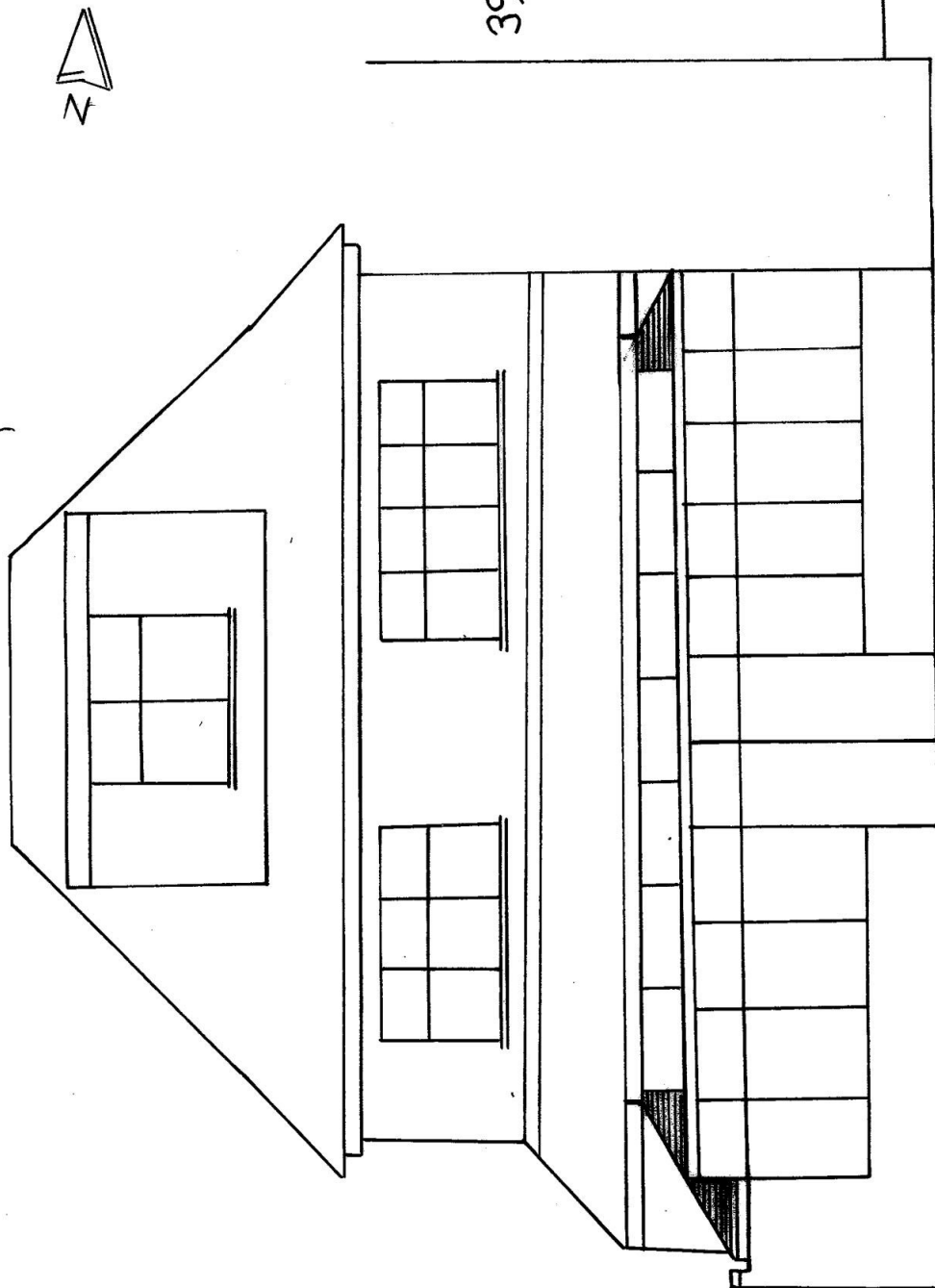
SCALE 1:100





JANUARY 2010
 TSG/4RR / PRK / 05 / P (S)
 SCALE 1:50

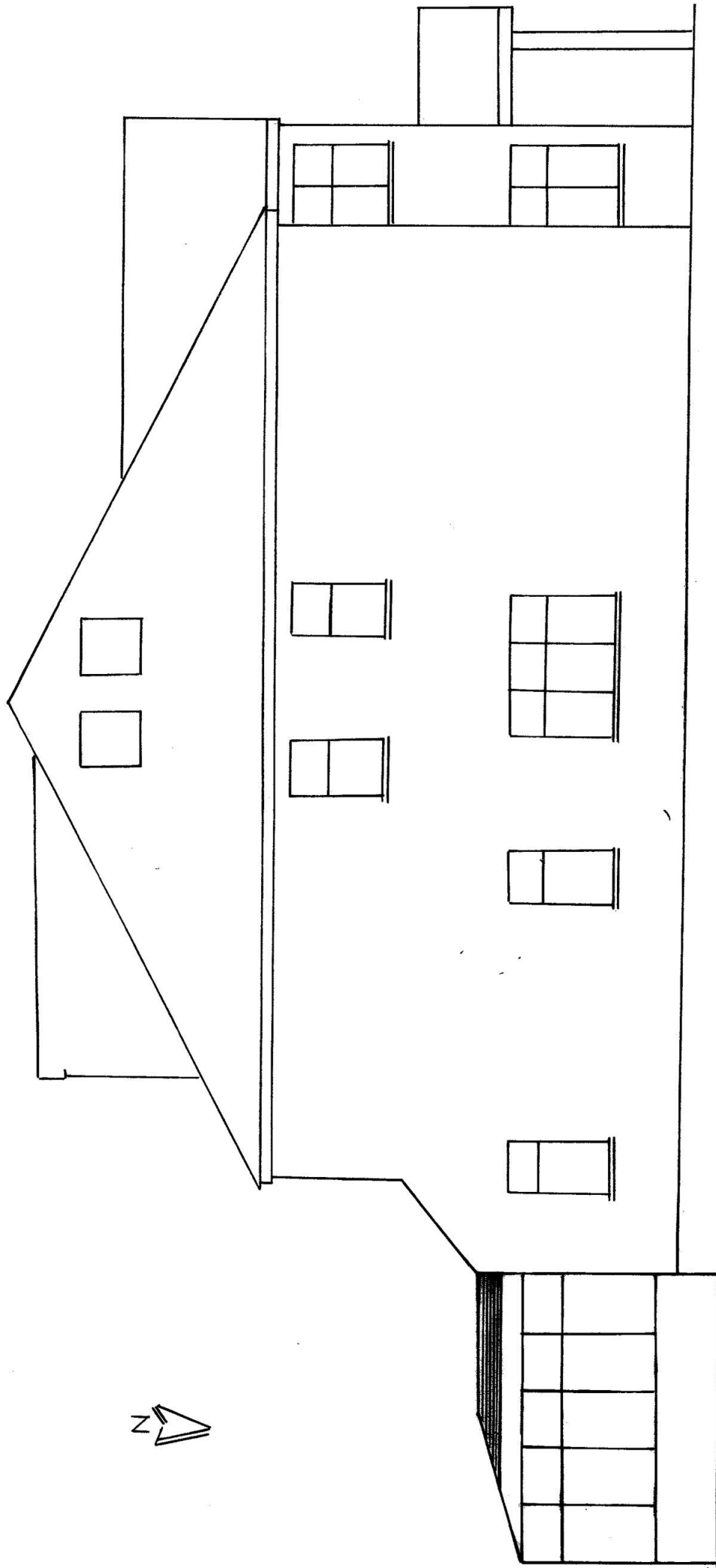
41
 PROPOSED GROUND FLOOR PLAN
 AND SECTION



39

JANUARY 2010
TSG/4IRR/PRK/62/P(S)
SCALE 1:50

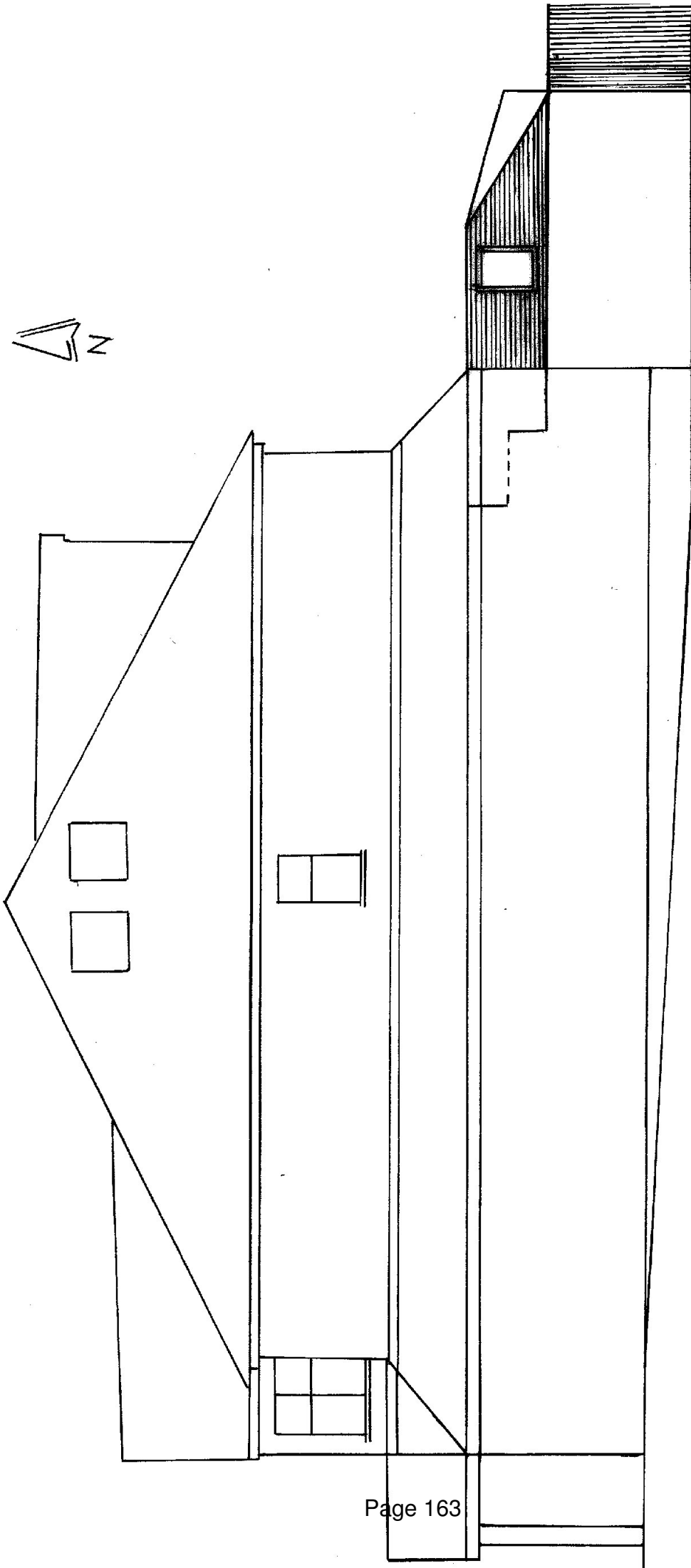
PROPOSED REAR ELEVATION



41

PROPOSED NORTH ELEVATION
AND SECTION

JANUARY 2010
TSG/4IRR/PRK/03/P (S)
SCALE 1:50



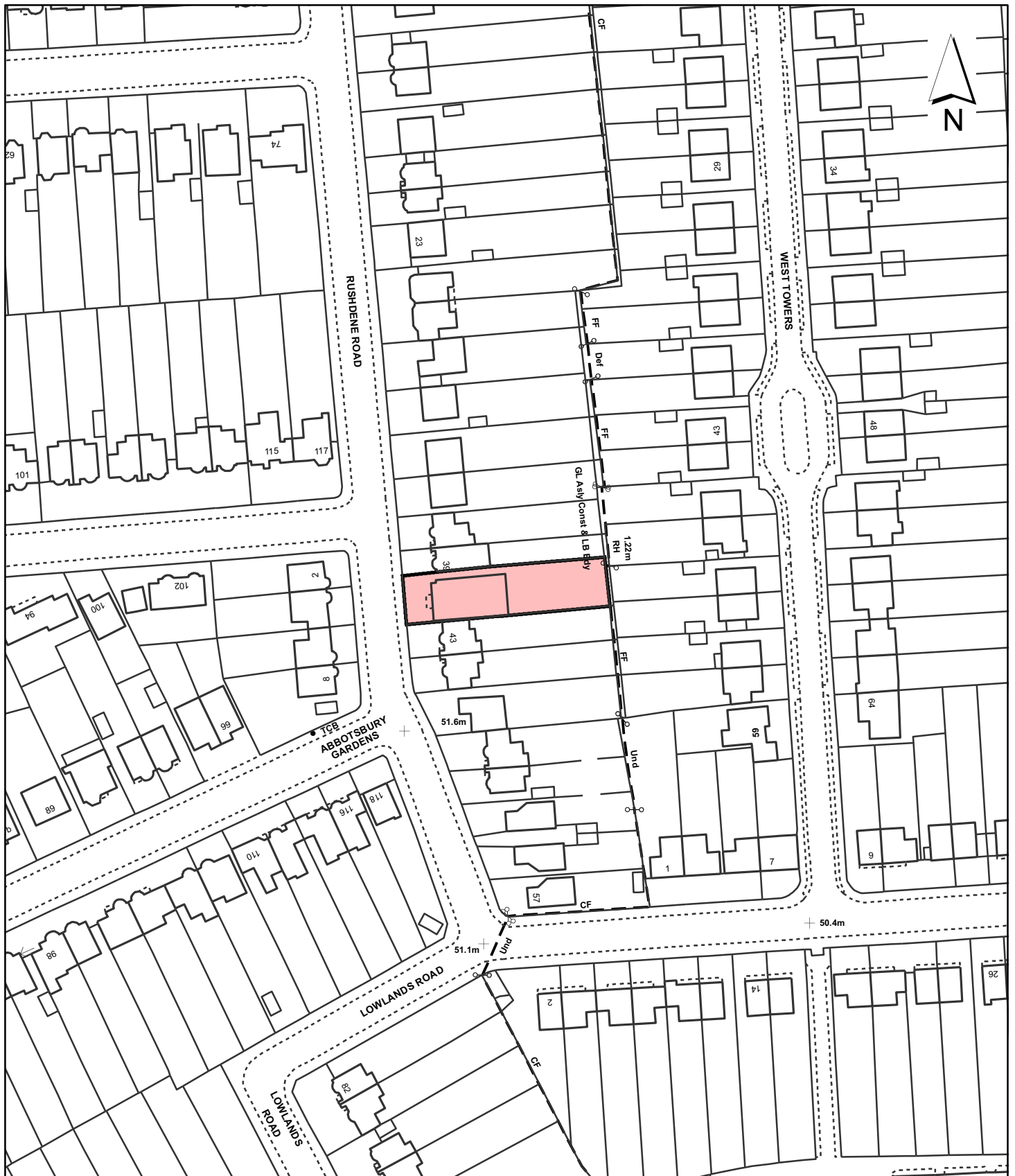
JANUARY 2010

TSG/ARR/PRK/04/P (S)


SCALE 1:50

41

PROPOSED SOUTH ELEVATION
AND SECTION



Notes

 Site boundary

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Site Address	
41 Rushdene Road Eastcote	
Planning Application Ref:	Scale
51162/APP/2010/247	1:1,250
Planning Committee	Date
North Page 164	May 2010

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



HILLINGDON

LONDON

Report of the Head of Planning & Enforcement

Address 41 RUSHDENE ROAD EASTCOTE

Development: Single storey rear extension.

LBH Ref Nos: 51162/APP/2010/246

Date Plans Received: 09/02/2010

Date(s) of Amendment(s):

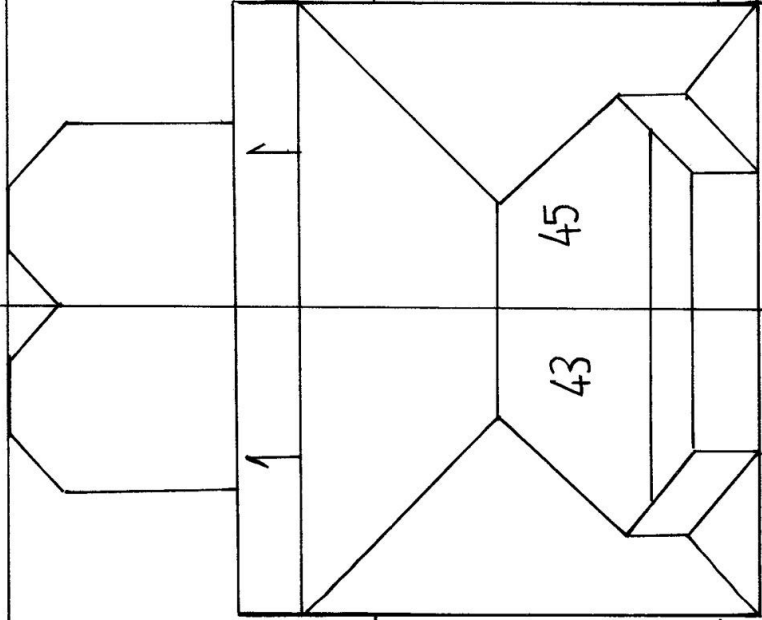
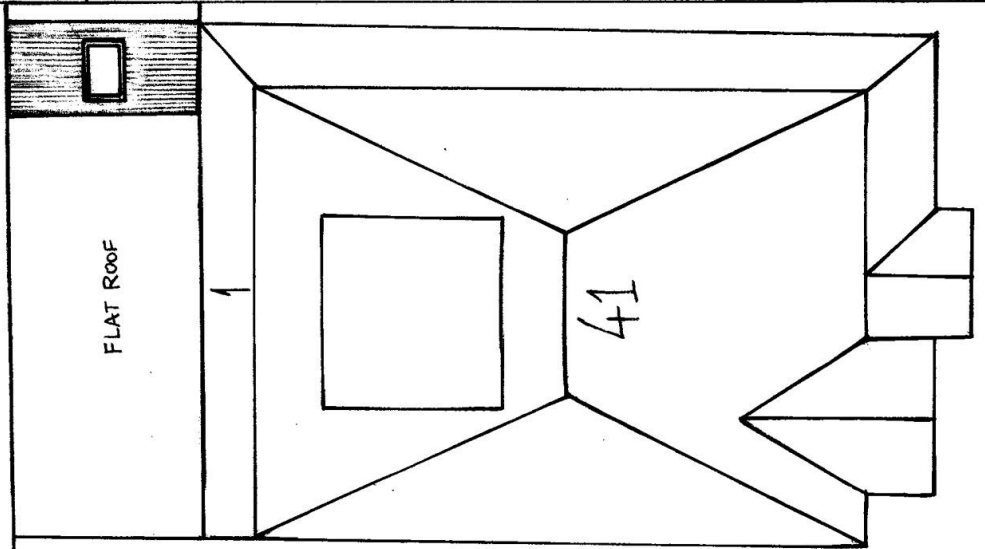
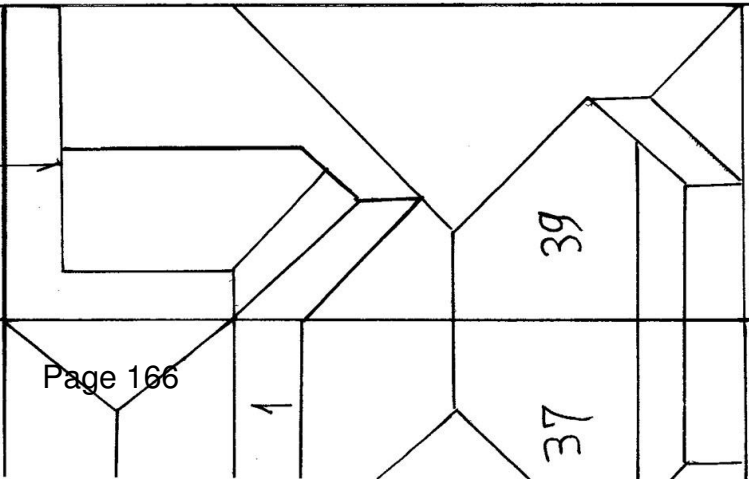
09/02/2010

Date Application Valid: 02/03/2010

22/02/2010



FF REAR EXTENSION
 REF: 53241 / APP/2004 / 3261
 UNDER CONSTRUCTION



SINGLE STOREY REAR EXTENSION
 APPROVED AND BUILT
 REF: 16433 / APP / 2008 / 1298

JANUARY 2010
 TSG/AJRR / PRK / 01 / P
 PROPOSED BLOCK PLAN
 SCALE 1:100

47

KEY

T = tpo beech tree '110' - tpo 614

D = New Linear Drain

F = 1.25m Metal or closeboarded fence

Fm = 1.25m Metal fence

Gm = 4.9m wide x 1.25m high sliding metal gate

(P) = 2.44m x 4.8m Parking space

B = BINS (x2)

█ = SEE PLANT SCHEDULE

Fp = Flagstone paving

Bp = Block Paving

2.42m FOOTPATH

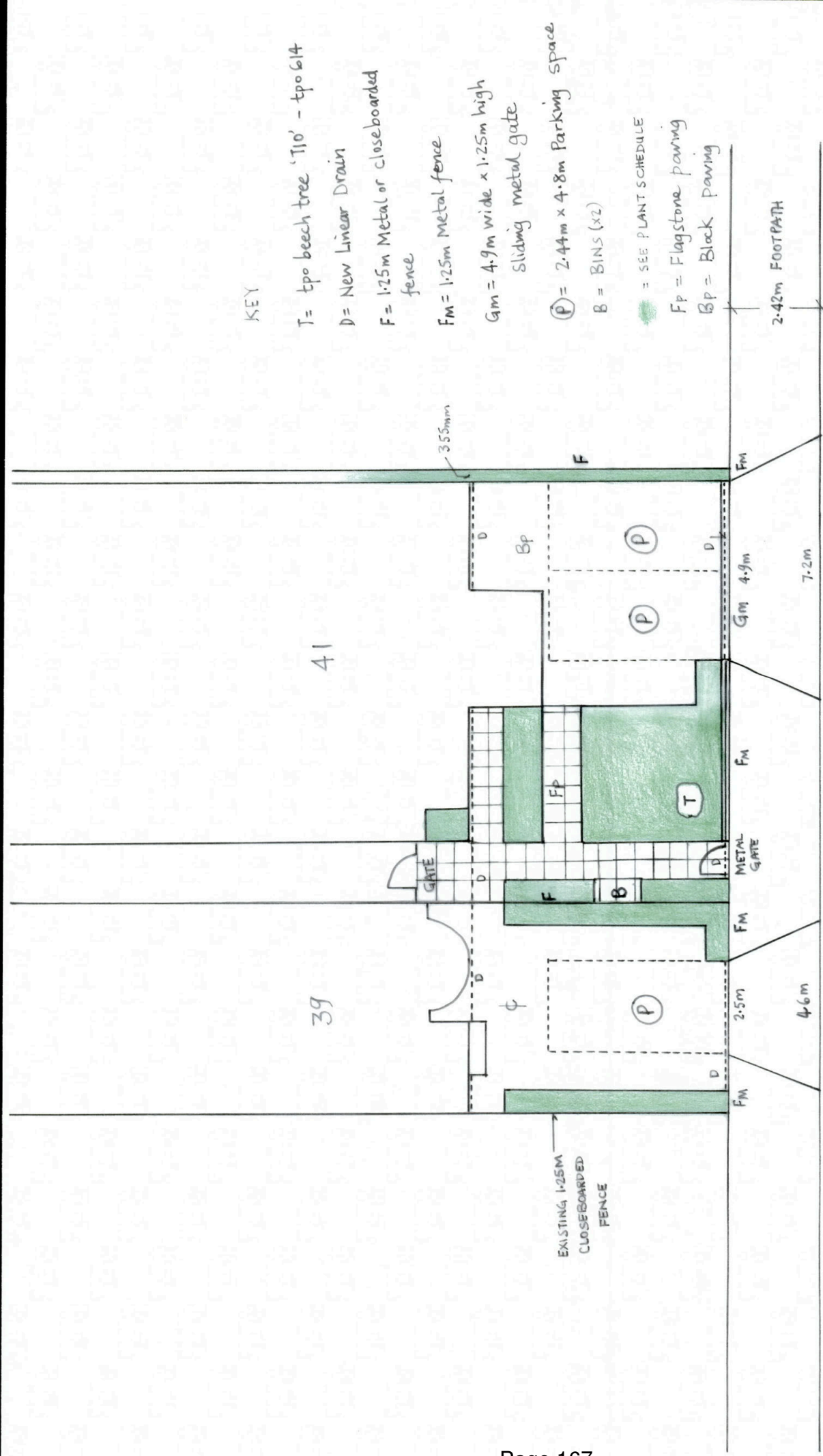
REF. 51162/APP/2010/124

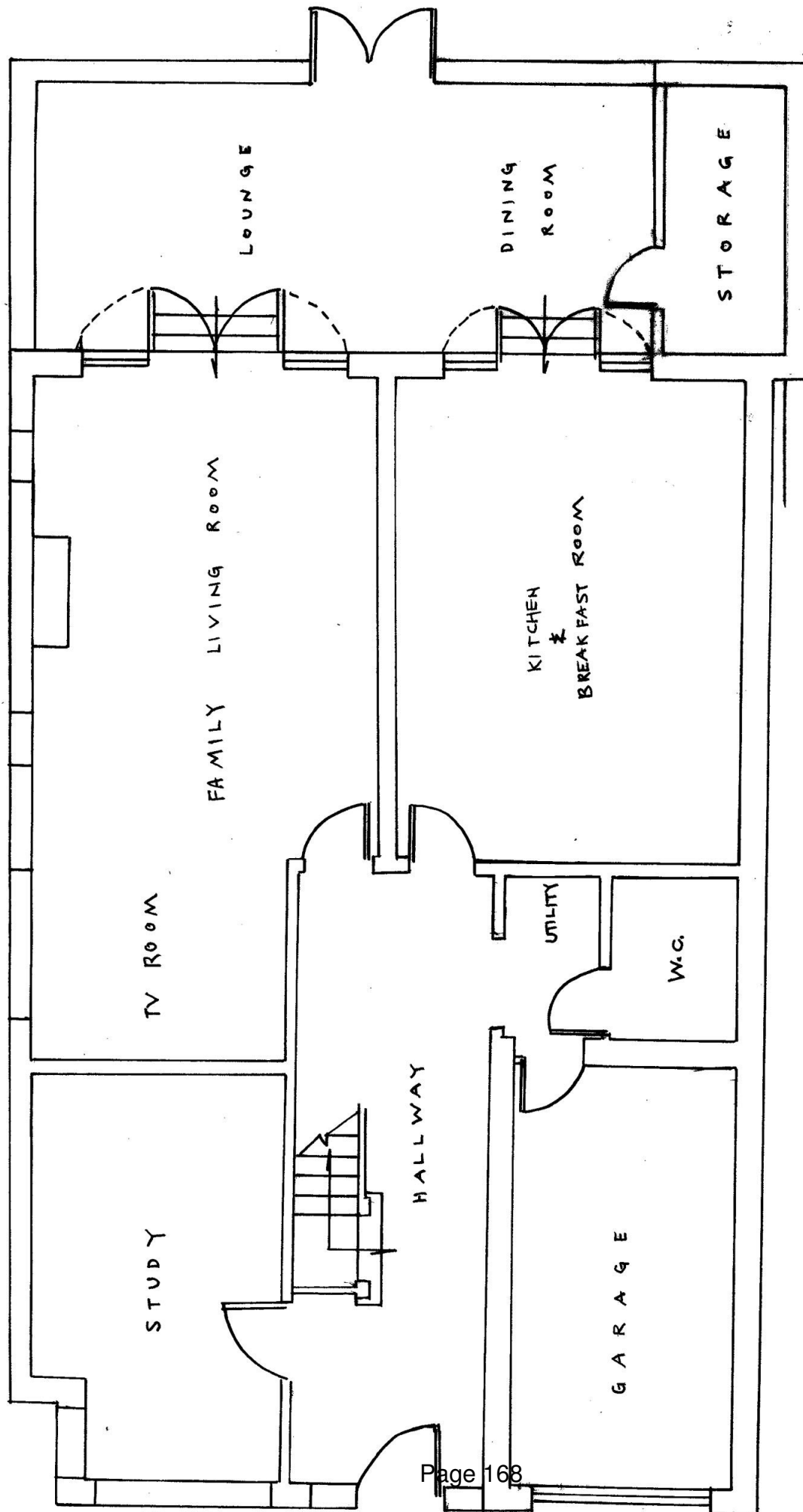
FEBRUARY 2010

TSG/41RR/PRK/COI

BLOCK PLAN

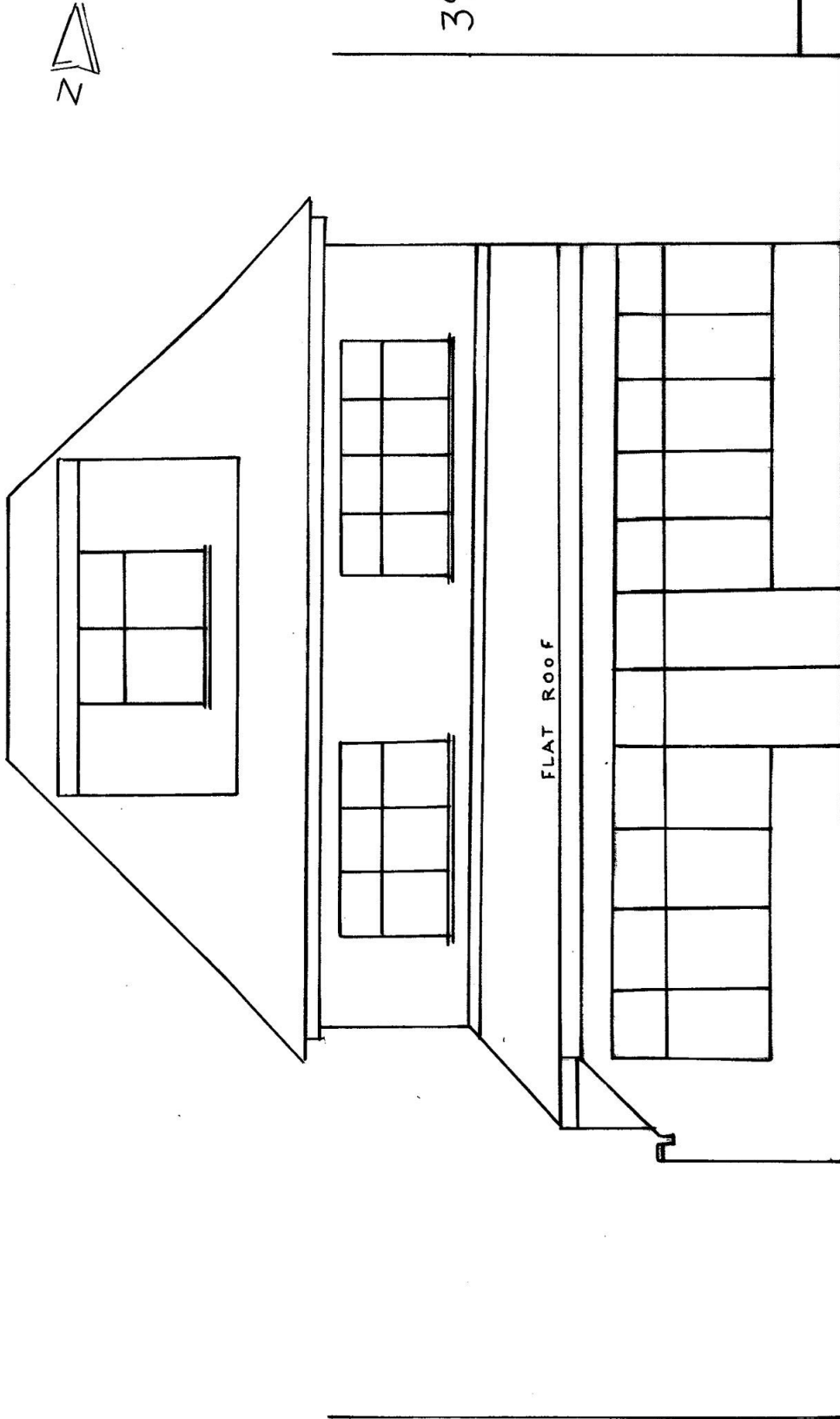
SCALE 1:100





JANUARY 2010
 TSG/4RR / PRK / 05 / P
 SCALE 1:50

41
 PROPOSED GROUND FLOOR PLAN
 AND SECTION

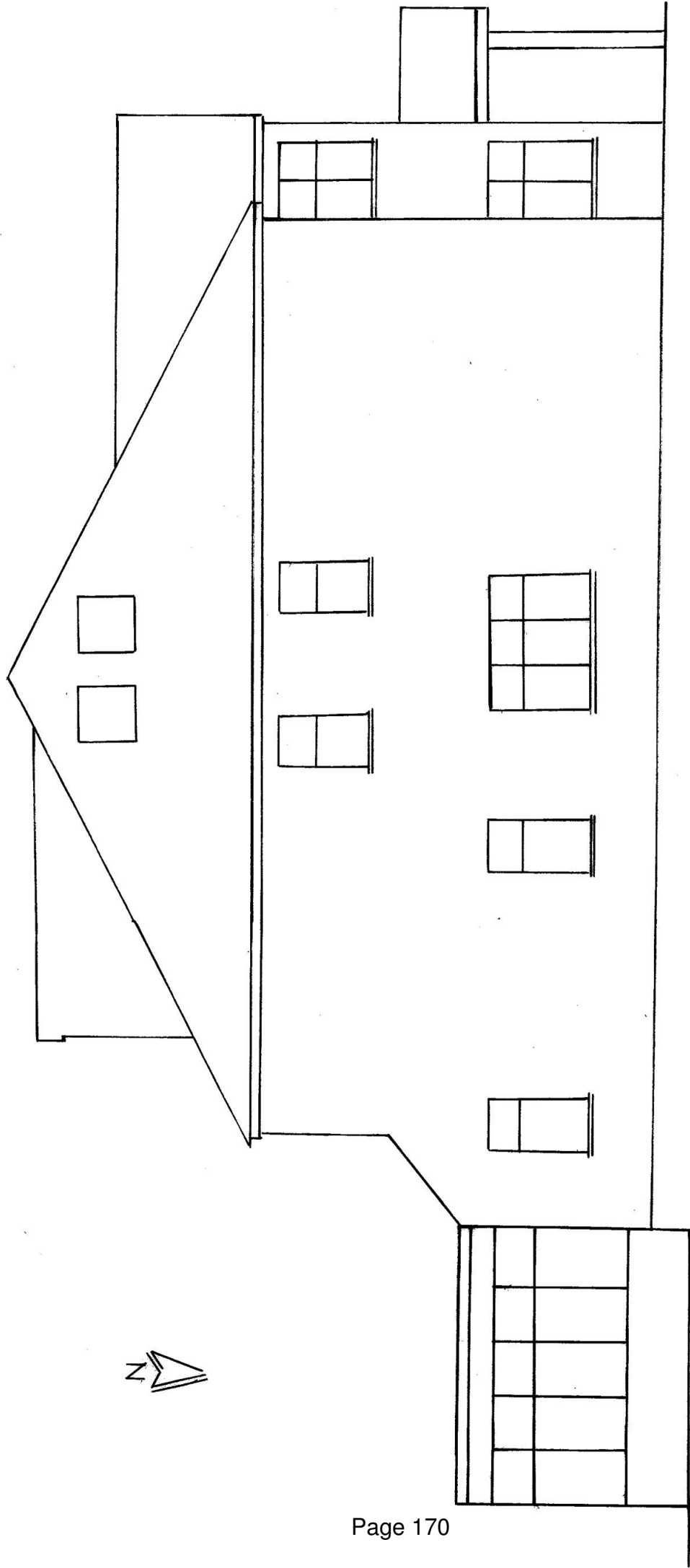


39

FLAT ROOF

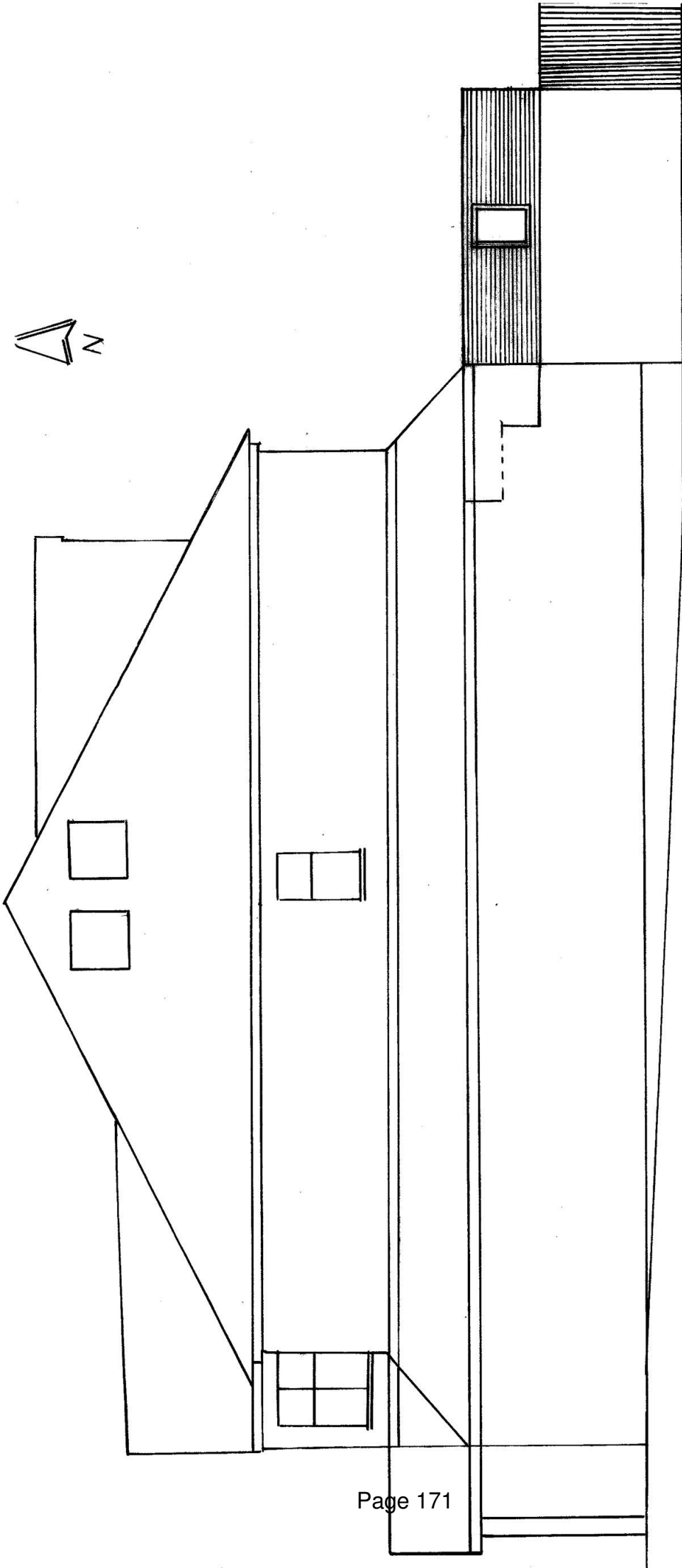
JANUARY 2010
TSG/AIRR/PRK/OZ/P
SCALE 1:50

PROPOSED REAR ELEVATION



JANUARY 2010
TSG/4IRR/PRK/03/P
SCALE 1:50

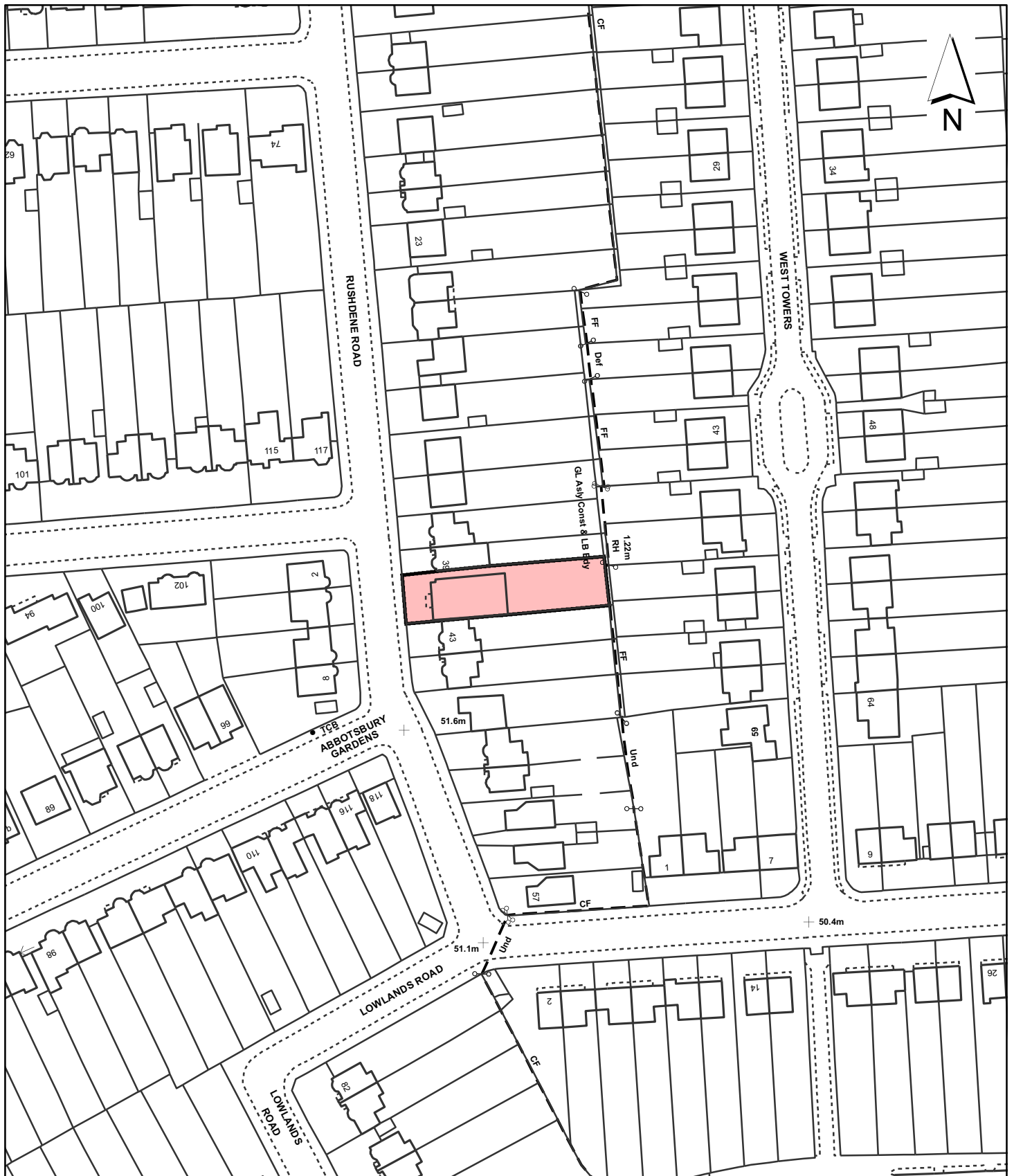
PROPOSED NORTH ELEVATION
AND SECTION




41

PROPOSED SOUTH ELEVATION
AND SECTION

JANUARY 2010
TSG/AIRR/PRK/04/P
SCALE 1:50



Notes

 Site boundary

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Site Address

**41 Rushdene Road
Eastcote**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

51162/APP/2010/246

Scale

1:1,250

Planning Committee

North Page 172

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 9 BURWOOD AVENUE EASTCOTE

Development: Elevational alterations to side and rear elevations, involving the installation of 2 side windows, and increase in width of the rear element of the single storey part side extension by 700mm and replacement of its mono-pitch roof with a dummy-pitch roof, of planning permission ref. 41436/APP/2004/936 dated 07/10/2004: Erection of a part two storey, part single storey side extension and installation of a new vehicular crossover.

LBH Ref Nos: 41436/APP/2008/49

Date Plans Received: 08/01/2008

Date(s) of Amendment(s):

Date Application Valid: 08/01/2008

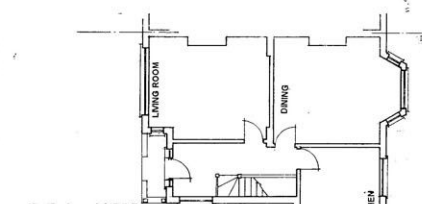
FLASHING: Code 4 lead flashings to be provided at all abutments, i.e. junction of dormer face and eaves with pitch roof.

PLUMBING: i.e. junction of dormer face and eaves with pitch roof.

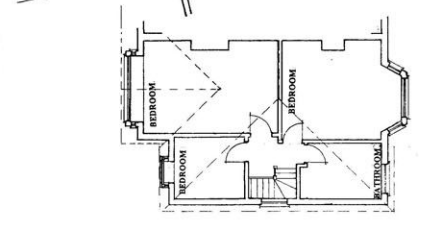
ELECTRICAL: i.e. junction of dormer face and eaves with pitch roof.

MECHANICAL: i.e. junction of dormer face and eaves with pitch roof.

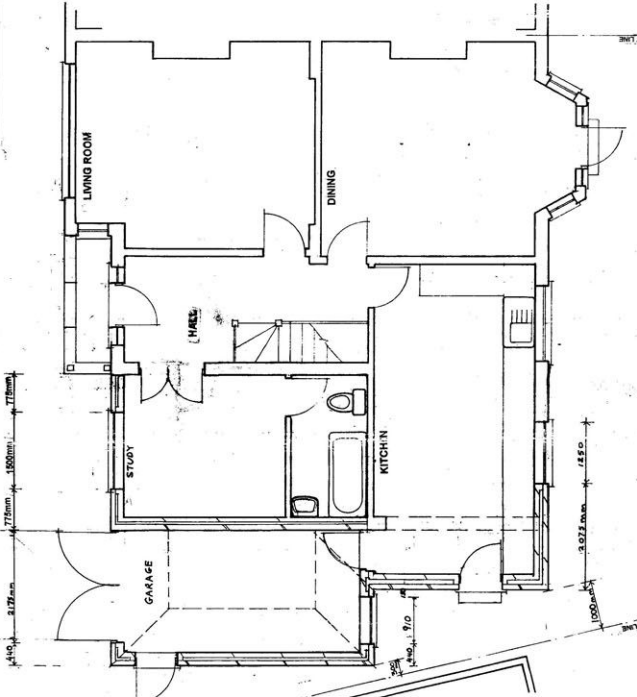
GENERAL: i.e. junction of dormer face and eaves with pitch roof.



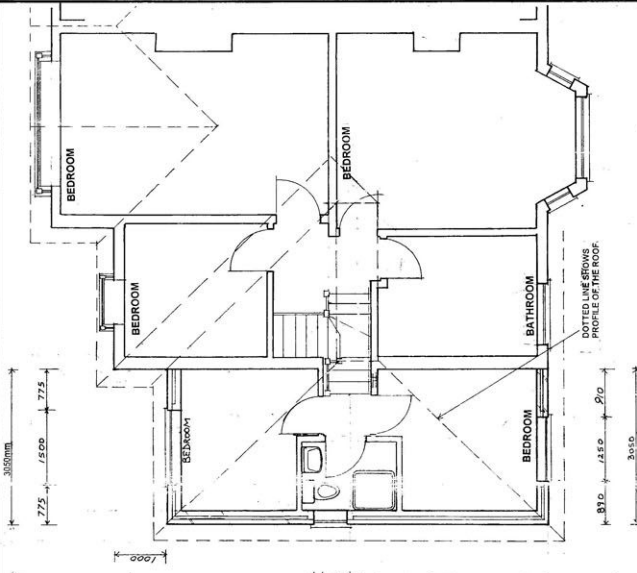
EXISTING GROUND FLOOR PLAN



EXISTING FIRST FLOOR PLAN

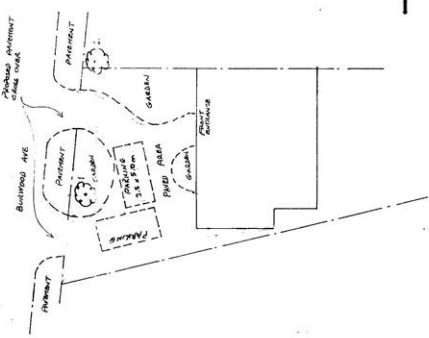


PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

- EXISTING TREES:**
- 1. Cam/Fern/3 TREES
 - 2. Coniferous TREES



FRONT GARDEN PAVEMENT CROSS OVER
SCALE 1:200

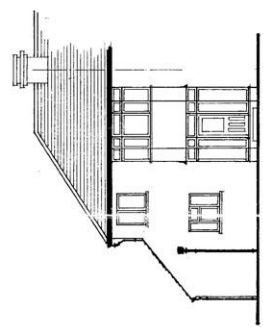
ALL FOUL WATER DRAINAGE TO DISCHARGE INTO EXISTING SURFACE WATER SYSTEM.

ALL SURFACE WATER TO DISCHARGE INTO EXISTING SURFACE WATER SYSTEM.

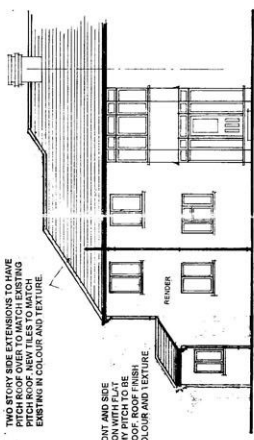
PRELIMINARY ITEMS

The Contractor is to check all dimensions on site prior to commencing work. All work is to be carried out in a workmanlike manner, and in accordance with the specifications shown on the plans in connection with this contract. The Contractor is to provide all necessary materials, labour, and tools, and to be responsible for the completion of the work in accordance with the specifications shown on the plans in connection with this contract. The Contractor is to provide all necessary materials, labour, and tools, and to be responsible for the completion of the work in accordance with the specifications shown on the plans in connection with this contract.

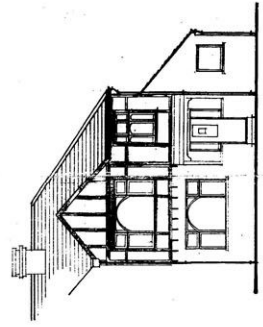
MR R HARRIS	
Job Title	
9 BURWOOD AVE PINNER MIDDLESEX	
Drawing Title	PROPOSED TWO AND SINGLE STOREY SIDE EXTENSIONS WITH ALTERATIONS
Client	Mr & Mrs S. J. & Mrs M. J. Harris
Date	07 JAN 2009
Scale	1:50 1:100 1:200
Drawn by	FB
Check No.	103/01
Rev	A



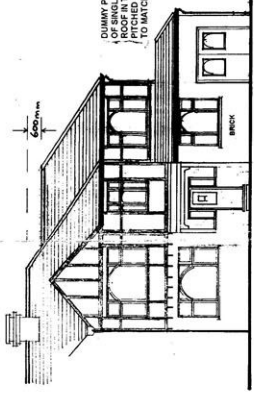
EXISTING REAR ELEVATION



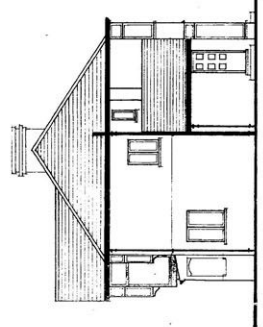
PROPOSED REAR ELEVATION



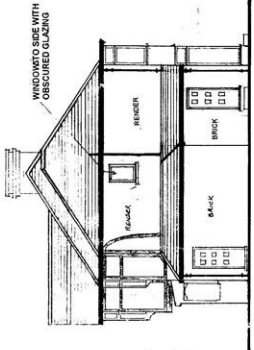
EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION



EXISTING SIDE ELEVATION



PROPOSED SIDE ELEVATION

EXTERNAL WALLS TO BE B CAVITY PARTLY RENDERED TO MATCH EXISTING WALLS. BRICKS TO MATCH EXISTING BRICKS IN COLOUR AND TEXTURE.

PRELIMINARY ITEMS

The Contractor is to check all dimensions on site prior to commencement of work. Unless otherwise agreed in writing, the Contractor is to supply all materials and labour needed to carry out all of the work shown on the plans in accordance with the specification.
 All work to be carried out in a workmanlike manner, and in full compliance with 1991 Building Regulations Approved Documents and/or relevant British Standards Codes of Practice.
 The Contractor is to make good all disturbed finishes, services, etc., to match existing.
 The Contractor is to test existing drains which are to be altered prior to re-use to satisfaction of the Local Authority Building Surveyor and replace if defective.
 The Contractor is to ensure that existing structure is adequately propped where new openings are formed in existing walls, and that props remain in place until new beams' top flange, packing and bearings have reached working stresses.
 This proposal is subject to The party wall act 1996. All adjacent neighbour's permission to be obtained prior to commencement of the works on site.

Client

MR R HARRIS

Job Title

**9 BURWOOD AVE
PINNER
MIDDLESEX**

LONDON BOROUGH OF HILLINGDON RECEIVED
 08 JAN 2008
 PLANNING & COMMUNITY SERVICES

Drawing Title

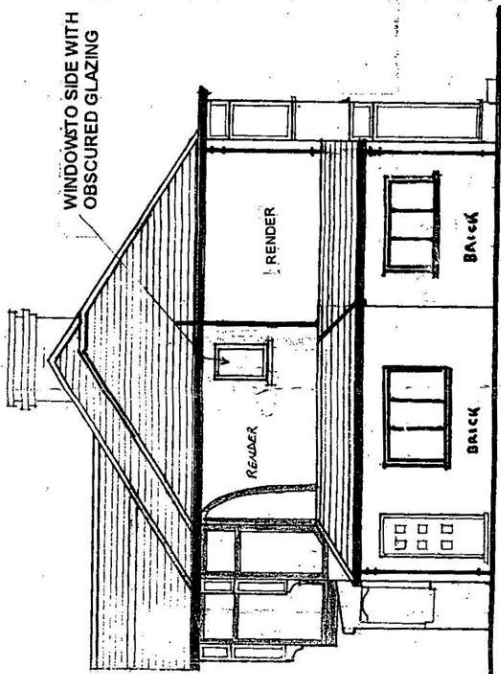
**Proposal To Regularise breach
Side and Rear Plans**

**To be read in conjunction
with 103/01 Passed Summer 04
enclosed**

Scale **1:50 1:100 1:200**

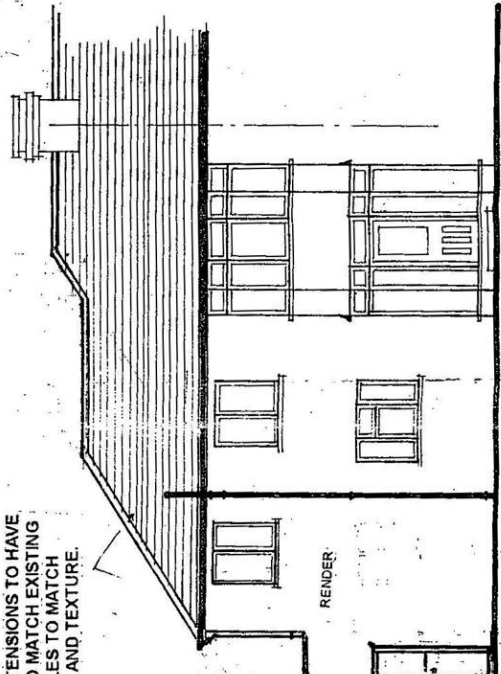
Date **7/1/08** Drawn by **FB**

Obj No. **108/01** Rev.



PROPOSED SIDE ELEVATION

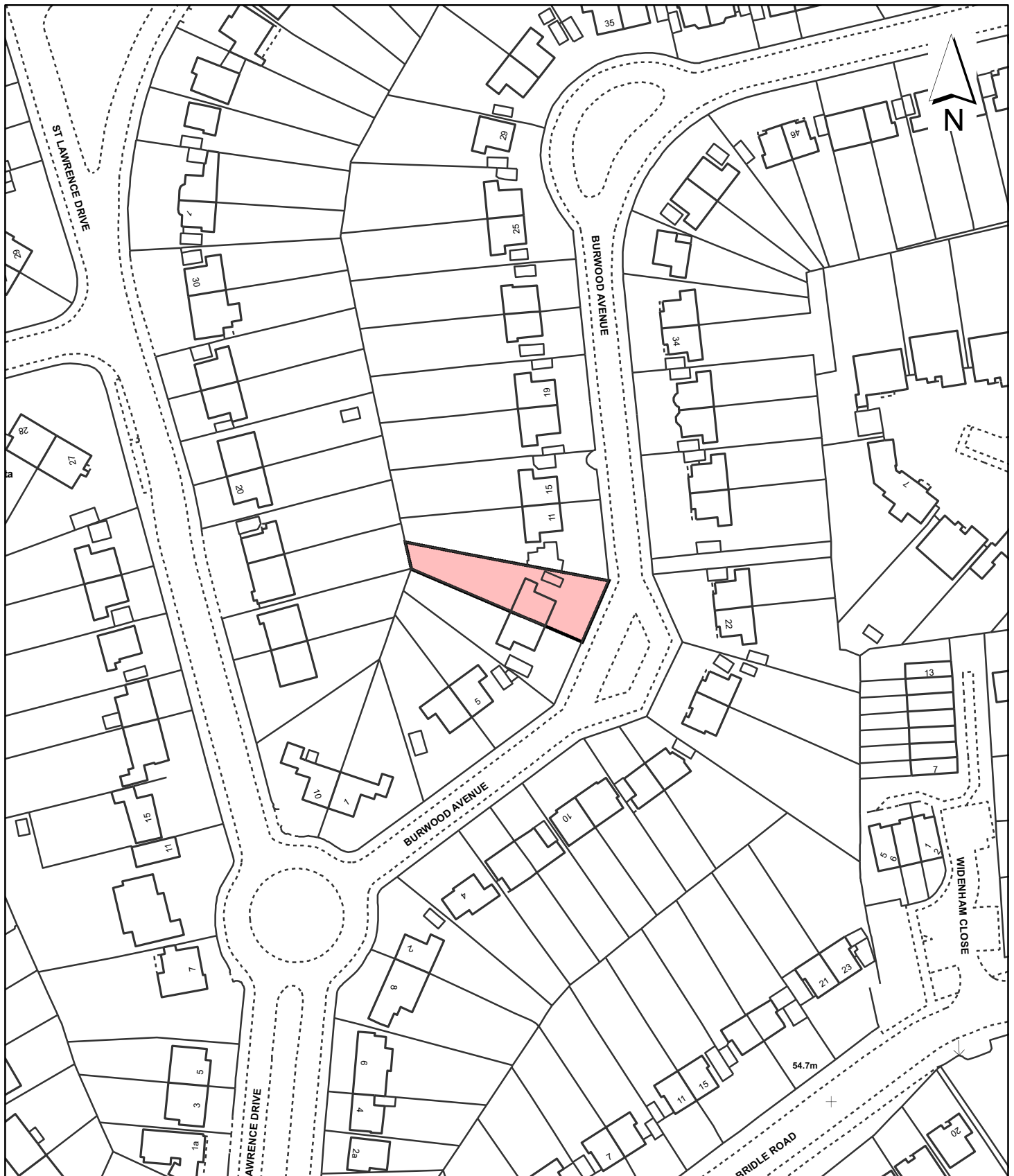
EXTERNAL WALLS TO BE IN CAVITY PARTLY RENDERED TO MATCH EXISTING WALLS ALL NEW BRICKWORK TO MATCH EXISTING BRICKS IN COLOUR AND TEXTURE.




PROPOSED REAR ELEVATION

TWO STORY SIDE EXTENSIONS TO HAVE PITCH ROOF OVER TO MATCH EXISTING PITCH ROOF. NEW TILES TO MATCH EXISTING IN COLOUR AND TEXTURE.

DUMMY PITCH ROOF TO FRONT AND SIDE OF SINGLE STORY EXTENSION WITH FLAT ROOF IN THE MIDDLE. DUMMY PITCH TO BE PITCHED TO MATCH MAIN ROOF. ROOF FINISH TO MATCH MAIN ROOF IN COLOUR AND TEXTURE.



Notes

 Site boundary

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Site Address

**9 Burwood Avenue
Eastcote**

Planning Application Ref:

41436/APP/2008/49

Planning Committee

North Page 176

Scale

1:1,250

Date

May 2010

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

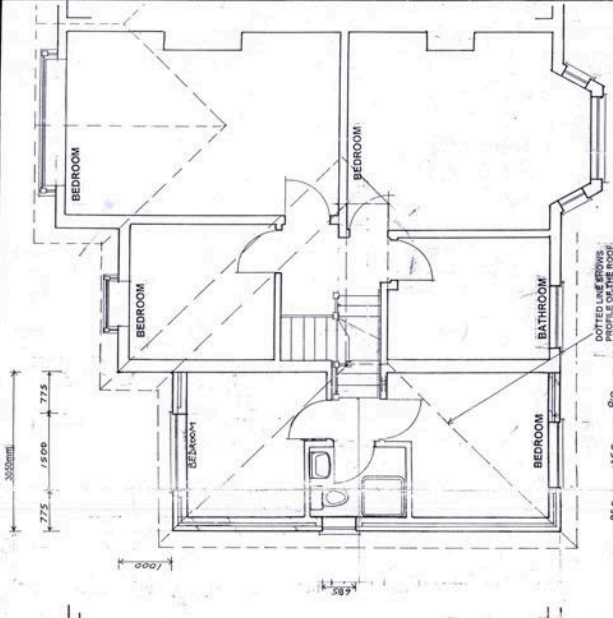


HILLINGDON
LONDON

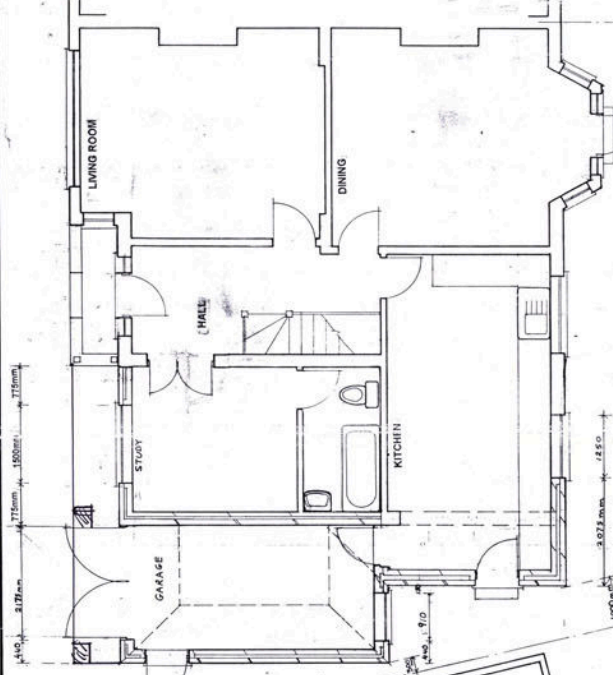
Report of the Head of Planning & Enforcement

Address 9 BURWOOD AVENUE EASTCOTE
Development: Front canopy extension (Retrospective application).
LBH Ref Nos: 41436/APP/2008/3396

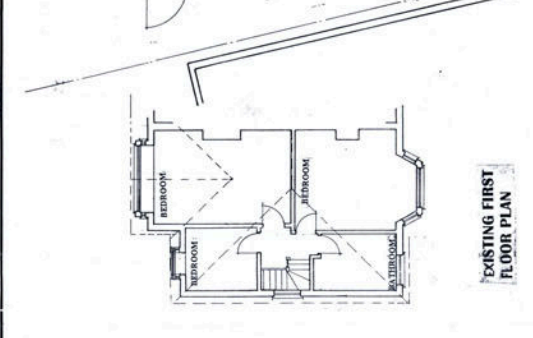
Date Plans Received: 03/12/2008 **Date(s) of Amendment(s):**
Date Application Valid: 03/12/2008



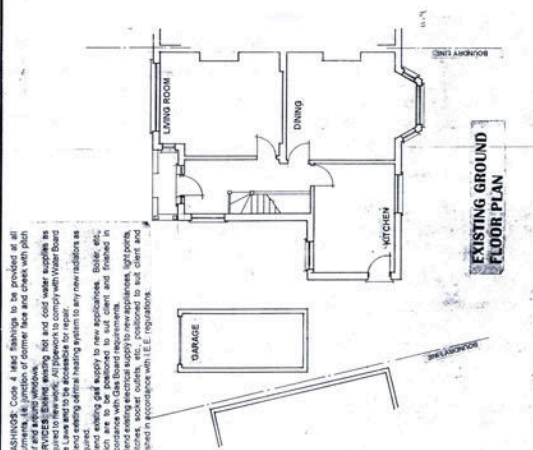
PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN



EXISTING FIRST FLOOR PLAN



EXISTING GROUND FLOOR PLAN

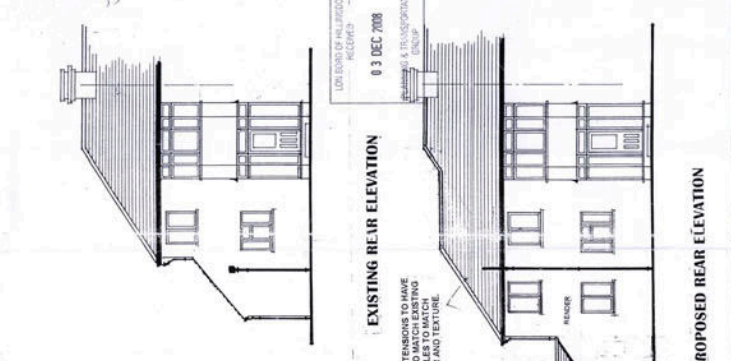
EXISTING TRACES:
1. CONFERENCE TABLE
2. CONFERENCE TABLE

ALL FOUL WATER DRAINAGE TO DISCHARGE TO MAIN DRAINAGE SYSTEM
ALL SURFACE WATERS TO DISCHARGE INTO EXISTING SURFACE WATER SYSTEM

MR R HARRIS
9 BURWOOD AVE
PINNER
MIDDLESEX

PROPOSED TWO AND SINGLE STOREY SIDE EXTENSIONS WITH ALTERATIONS (Approved 2nd)
10/11/14 - 10/12/14 - 10/13/14 - 10/14/14 - 10/15/14 - 10/16/14 - 10/17/14 - 10/18/14 - 10/19/14 - 10/20/14 - 10/21/14 - 10/22/14 - 10/23/14 - 10/24/14 - 10/25/14 - 10/26/14 - 10/27/14 - 10/28/14 - 10/29/14 - 10/30/14 - 10/31/14 - 11/01/14 - 11/02/14 - 11/03/14 - 11/04/14 - 11/05/14 - 11/06/14 - 11/07/14 - 11/08/14 - 11/09/14 - 11/10/14 - 11/11/14 - 11/12/14 - 11/13/14 - 11/14/14 - 11/15/14 - 11/16/14 - 11/17/14 - 11/18/14 - 11/19/14 - 11/20/14 - 11/21/14 - 11/22/14 - 11/23/14 - 11/24/14 - 11/25/14 - 11/26/14 - 11/27/14 - 11/28/14 - 11/29/14 - 11/30/14 - 12/01/14 - 12/02/14 - 12/03/14 - 12/04/14 - 12/05/14 - 12/06/14 - 12/07/14 - 12/08/14 - 12/09/14 - 12/10/14 - 12/11/14 - 12/12/14 - 12/13/14 - 12/14/14 - 12/15/14 - 12/16/14 - 12/17/14 - 12/18/14 - 12/19/14 - 12/20/14 - 12/21/14 - 12/22/14 - 12/23/14 - 12/24/14 - 12/25/14 - 12/26/14 - 12/27/14 - 12/28/14 - 12/29/14 - 12/30/14 - 1/01/15 - 1/02/15 - 1/03/15 - 1/04/15 - 1/05/15 - 1/06/15 - 1/07/15 - 1/08/15 - 1/09/15 - 1/10/15 - 1/11/15 - 1/12/15 - 1/13/15 - 1/14/15 - 1/15/15 - 1/16/15 - 1/17/15 - 1/18/15 - 1/19/15 - 1/20/15 - 1/21/15 - 1/22/15 - 1/23/15 - 1/24/15 - 1/25/15 - 1/26/15 - 1/27/15 - 1/28/15 - 1/29/15 - 1/30/15 - 1/31/15 - 2/01/15 - 2/02/15 - 2/03/15 - 2/04/15 - 2/05/15 - 2/06/15 - 2/07/15 - 2/08/15 - 2/09/15 - 2/10/15 - 2/11/15 - 2/12/15 - 2/13/15 - 2/14/15 - 2/15/15 - 2/16/15 - 2/17/15 - 2/18/15 - 2/19/15 - 2/20/15 - 2/21/15 - 2/22/15 - 2/23/15 - 2/24/15 - 2/25/15 - 2/26/15 - 2/27/15 - 2/28/15 - 2/29/15 - 2/30/15 - 3/01/15 - 3/02/15 - 3/03/15 - 3/04/15 - 3/05/15 - 3/06/15 - 3/07/15 - 3/08/15 - 3/09/15 - 3/10/15 - 3/11/15 - 3/12/15 - 3/13/15 - 3/14/15 - 3/15/15 - 3/16/15 - 3/17/15 - 3/18/15 - 3/19/15 - 3/20/15 - 3/21/15 - 3/22/15 - 3/23/15 - 3/24/15 - 3/25/15 - 3/26/15 - 3/27/15 - 3/28/15 - 3/29/15 - 3/30/15 - 3/31/15 - 4/01/15 - 4/02/15 - 4/03/15 - 4/04/15 - 4/05/15 - 4/06/15 - 4/07/15 - 4/08/15 - 4/09/15 - 4/10/15 - 4/11/15 - 4/12/15 - 4/13/15 - 4/14/15 - 4/15/15 - 4/16/15 - 4/17/15 - 4/18/15 - 4/19/15 - 4/20/15 - 4/21/15 - 4/22/15 - 4/23/15 - 4/24/15 - 4/25/15 - 4/26/15 - 4/27/15 - 4/28/15 - 4/29/15 - 4/30/15 - 5/01/15 - 5/02/15 - 5/03/15 - 5/04/15 - 5/05/15 - 5/06/15 - 5/07/15 - 5/08/15 - 5/09/15 - 5/10/15 - 5/11/15 - 5/12/15 - 5/13/15 - 5/14/15 - 5/15/15 - 5/16/15 - 5/17/15 - 5/18/15 - 5/19/15 - 5/20/15 - 5/21/15 - 5/22/15 - 5/23/15 - 5/24/15 - 5/25/15 - 5/26/15 - 5/27/15 - 5/28/15 - 5/29/15 - 5/30/15 - 5/31/15 - 6/01/15 - 6/02/15 - 6/03/15 - 6/04/15 - 6/05/15 - 6/06/15 - 6/07/15 - 6/08/15 - 6/09/15 - 6/10/15 - 6/11/15 - 6/12/15 - 6/13/15 - 6/14/15 - 6/15/15 - 6/16/15 - 6/17/15 - 6/18/15 - 6/19/15 - 6/20/15 - 6/21/15 - 6/22/15 - 6/23/15 - 6/24/15 - 6/25/15 - 6/26/15 - 6/27/15 - 6/28/15 - 6/29/15 - 6/30/15 - 7/01/15 - 7/02/15 - 7/03/15 - 7/04/15 - 7/05/15 - 7/06/15 - 7/07/15 - 7/08/15 - 7/09/15 - 7/10/15 - 7/11/15 - 7/12/15 - 7/13/15 - 7/14/15 - 7/15/15 - 7/16/15 - 7/17/15 - 7/18/15 - 7/19/15 - 7/20/15 - 7/21/15 - 7/22/15 - 7/23/15 - 7/24/15 - 7/25/15 - 7/26/15 - 7/27/15 - 7/28/15 - 7/29/15 - 7/30/15 - 7/31/15 - 8/01/15 - 8/02/15 - 8/03/15 - 8/04/15 - 8/05/15 - 8/06/15 - 8/07/15 - 8/08/15 - 8/09/15 - 8/10/15 - 8/11/15 - 8/12/15 - 8/13/15 - 8/14/15 - 8/15/15 - 8/16/15 - 8/17/15 - 8/18/15 - 8/19/15 - 8/20/15 - 8/21/15 - 8/22/15 - 8/23/15 - 8/24/15 - 8/25/15 - 8/26/15 - 8/27/15 - 8/28/15 - 8/29/15 - 8/30/15 - 8/31/15 - 9/01/15 - 9/02/15 - 9/03/15 - 9/04/15 - 9/05/15 - 9/06/15 - 9/07/15 - 9/08/15 - 9/09/15 - 9/10/15 - 9/11/15 - 9/12/15 - 9/13/15 - 9/14/15 - 9/15/15 - 9/16/15 - 9/17/15 - 9/18/15 - 9/19/15 - 9/20/15 - 9/21/15 - 9/22/15 - 9/23/15 - 9/24/15 - 9/25/15 - 9/26/15 - 9/27/15 - 9/28/15 - 9/29/15 - 9/30/15 - 10/01/15 - 10/02/15 - 10/03/15 - 10/04/15 - 10/05/15 - 10/06/15 - 10/07/15 - 10/08/15 - 10/09/15 - 10/10/15 - 10/11/15 - 10/12/15 - 10/13/15 - 10/14/15 - 10/15/15 - 10/16/15 - 10/17/15 - 10/18/15 - 10/19/15 - 10/20/15 - 10/21/15 - 10/22/15 - 10/23/15 - 10/24/15 - 10/25/15 - 10/26/15 - 10/27/15 - 10/28/15 - 10/29/15 - 10/30/15 - 10/31/15 - 11/01/15 - 11/02/15 - 11/03/15 - 11/04/15 - 11/05/15 - 11/06/15 - 11/07/15 - 11/08/15 - 11/09/15 - 11/10/15 - 11/11/15 - 11/12/15 - 11/13/15 - 11/14/15 - 11/15/15 - 11/16/15 - 11/17/15 - 11/18/15 - 11/19/15 - 11/20/15 - 11/21/15 - 11/22/15 - 11/23/15 - 11/24/15 - 11/25/15 - 11/26/15 - 11/27/15 - 11/28/15 - 11/29/15 - 11/30/15 - 12/01/15 - 12/02/15 - 12/03/15 - 12/04/15 - 12/05/15 - 12/06/15 - 12/07/15 - 12/08/15 - 12/09/15 - 12/10/15 - 12/11/15 - 12/12/15 - 12/13/15 - 12/14/15 - 12/15/15 - 12/16/15 - 12/17/15 - 12/18/15 - 12/19/15 - 12/20/15 - 12/21/15 - 12/22/15 - 12/23/15 - 12/24/15 - 12/25/15 - 12/26/15 - 12/27/15 - 12/28/15 - 12/29/15 - 12/30/15 - 12/31/15 - 2015

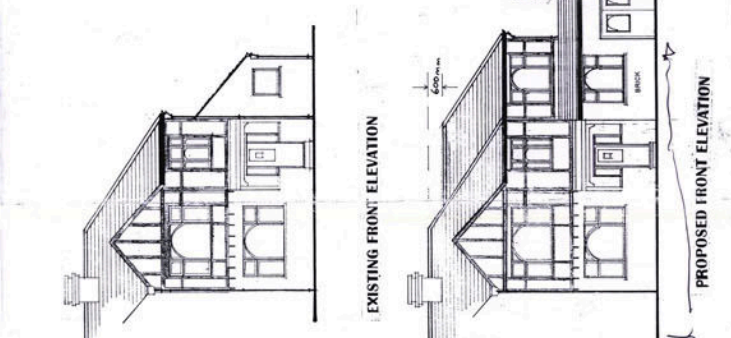
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Date: 14/08/14
Drawing Title: PROPOSED TWO AND SINGLE STOREY SIDE EXTENSIONS WITH ALTERATIONS (Approved 2nd)
Drawn by: FB
Checked by: MR



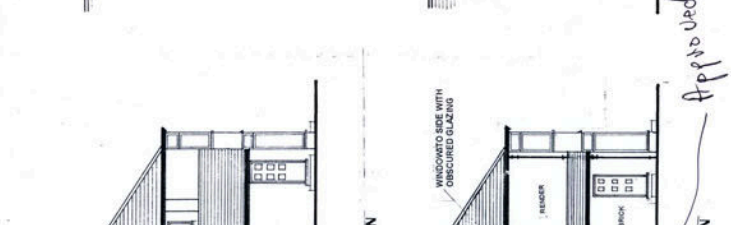
EXISTING REAR ELEVATION



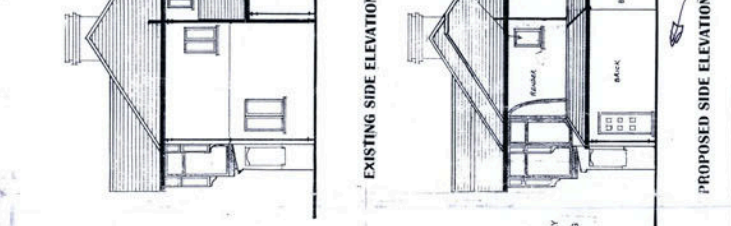
PROPOSED REAR ELEVATION



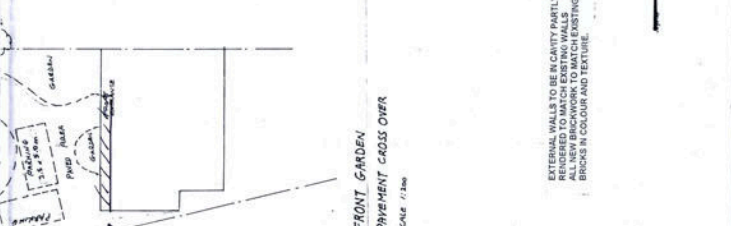
EXISTING FRONT ELEVATION



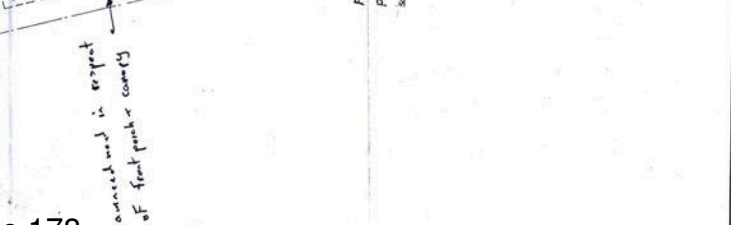
PROPOSED FRONT ELEVATION



EXISTING SIDE ELEVATION



PROPOSED SIDE ELEVATION

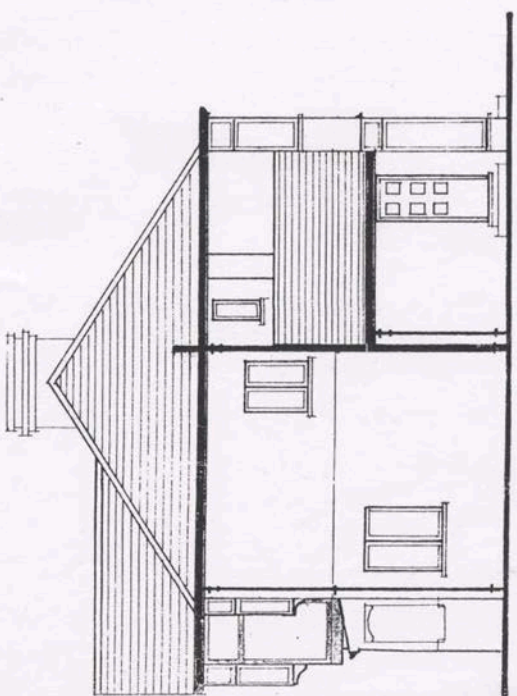


FRONT GARDEN PAVEMENT CROSS OVER

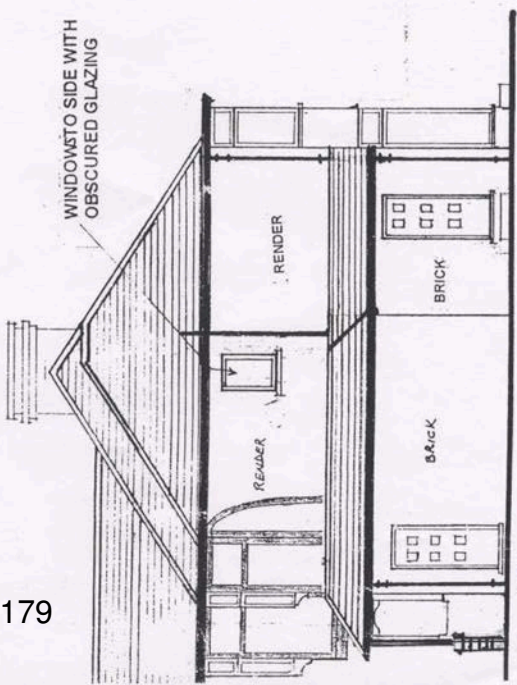
approved in respect of front porch canopy

Approved

b) Amendments (Side + Front Elevation)
 9, Burwood Ave
 Planner
 HWS ZRY
 Nov 2008

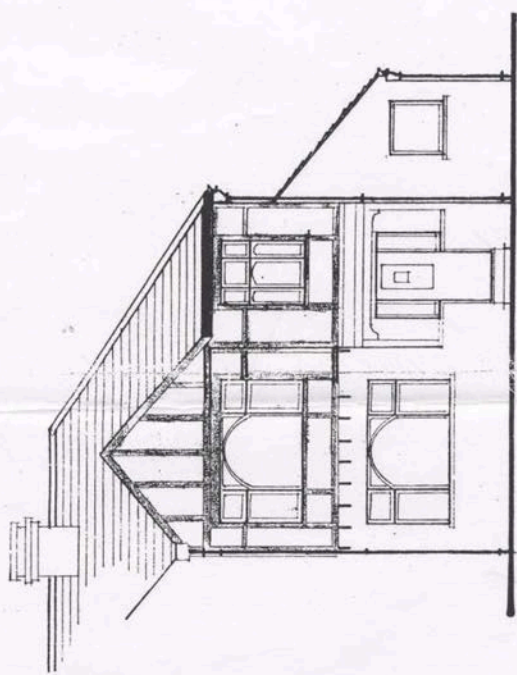


EXISTING SIDE ELEVATION

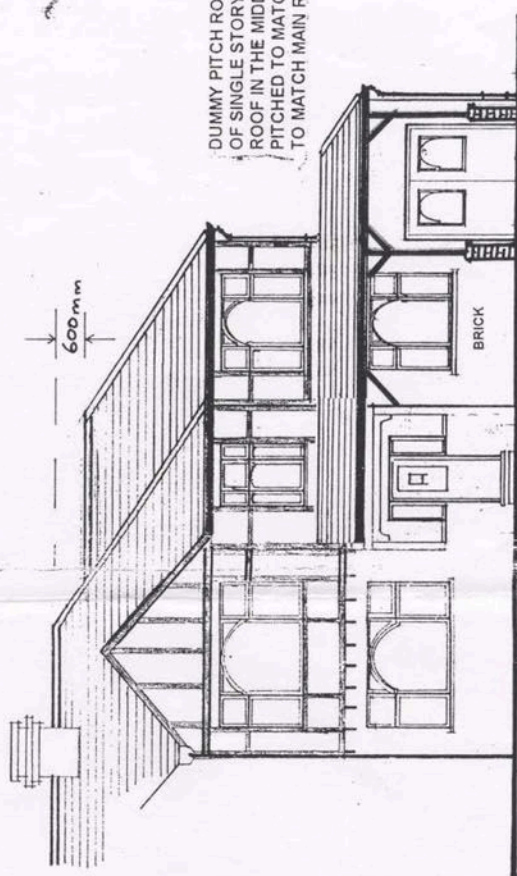


PROPOSED SIDE ELEVATION

Retrospect



EXISTING FRONT ELEVATION



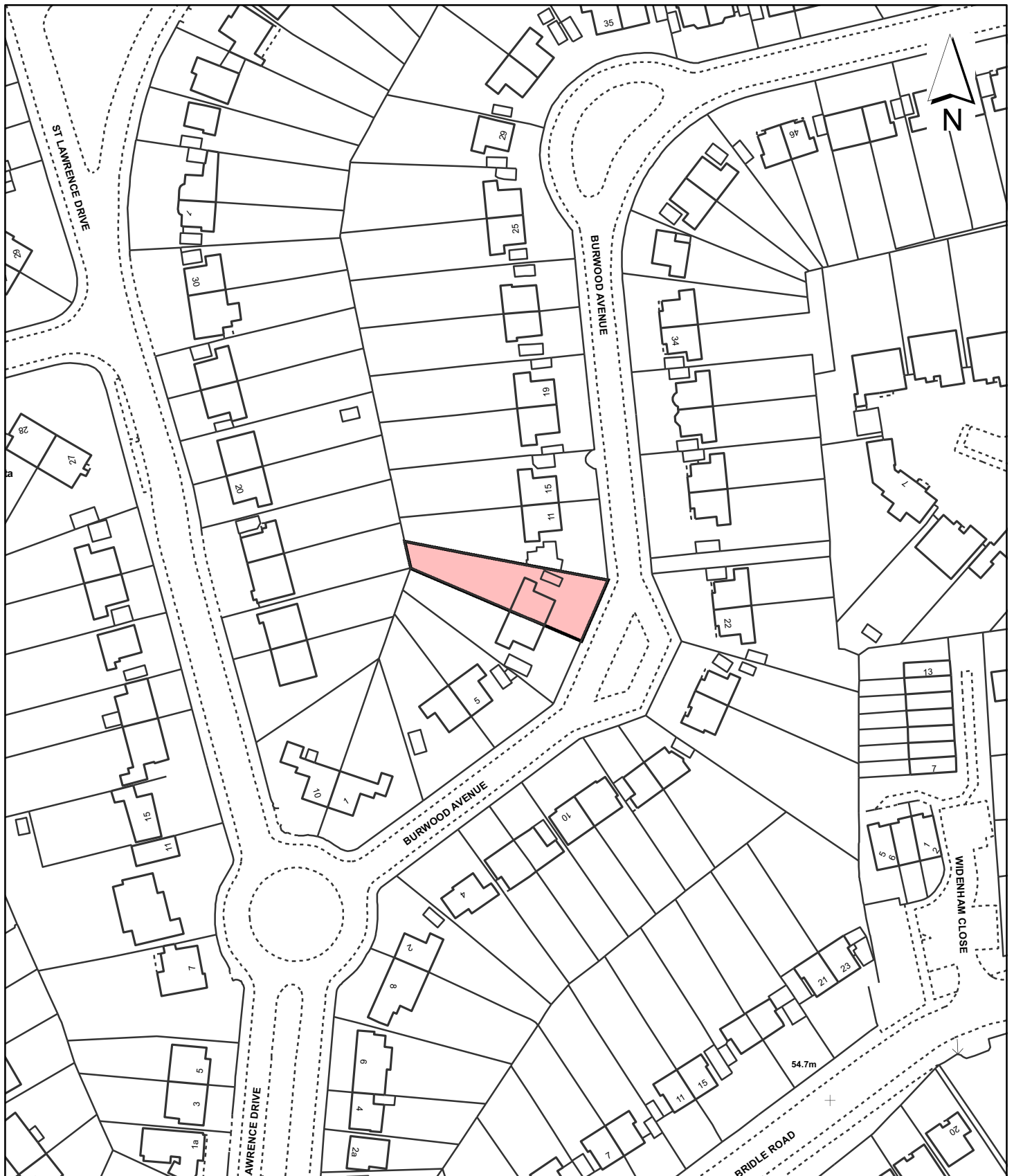
PROPOSED FRONT ELEVATION

EXISTING

TWO STORY SIDE EXTENSIONS TO HAVE PITCH ROOF OVER TO MATCH EXISTING PITCH ROOF. NEW TILES TO MATCH EXISTING IN COLOUR AND TEXTURE.

DUMMY PITCH ROOF TO FRONT AND SIDE OF SINGLE STORY EXTENSION WITH FLAT ROOF IN THE MIDDLE. DUMMY PITCH TO BE PITCHED TO MATCH MAIN ROOF. ROOF FINISH TO MATCH MAIN ROOF IN COLOUR AND TEXTURE

PROPOSED REAL



Notes

 Site boundary

For identification purposes only.

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Planning &
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Telephone No.: Uxbridge 250111

Planning Application Ref:

41436/APP/2008/3396

Scale

1:1,250

Planning Committee

North Page 180

Date

May 2010



HILLINGDON
LONDON